

DATE: May 11, 2022

TO: Mayor Andre Dickens, City of Atlanta
ATTN TO: Monique Forte, Planner III, City of Atlanta
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below 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: Forge Atlanta DRI 3533

Submitting Local Government: City of Atlanta

Date Opened: April 21, 2022

Date Closed: May 11, 2022

Description: A DRI review of a proposal to construct a large-scale mixed-use development in the southwest area of downtown in the City of Atlanta. The approximately 10-acre site is bounded by Packard Street, Ted Turner Drive, Whitehall Street, and a rail line and is currently occupied by small-scale industrial and multi-family residential buildings and parking lots. Specifically, the project proposes 1,500 multi-family residential units, a 260-room hotel and conference center, 50,000 SF of cultural activity space, 1,750,000 SF of office space, and 69,000 SF of retail space. The project is adjacent to the Garnett MARTA station and multiple transit bus stops. Associated sidewalk and bicycle improvements are planned. .

Comments:

Key Comments

The project is wholly aligned with applicable Region Core policy recommendations which note: "The Region Core can handle the most intense development due to the amount of infrastructure already in place...this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options."

The project's high density is appropriate to its location at the southern edge of downtown Atlanta and provides substantial new households to support existing and new businesses as well as retail, office, and commercial destinations for surrounding neighborhoods.

The project directly advances a broad range of regional planning policies related to reuse of a long vacant and blighted site, walkable mixed-used development, transit-oriented development, and placemaking among others.

While the project will generate a significant number of new vehicular trips, its mixed-use and highly walkable design as well as immediate adjacency to the Garnett MARTA station and multiple bus transit stops offer realistic multi-modal alternatives to driving.

Associated bike and pedestrian improvements, including the on-site segment of a future pedestrian bridge across the rail tracks to Castleberry Hill, will serve the project and surrounding uses and destinations. Scattered sidewalk and bike-lane repairs and improvements are proposed; a more robust and holistic approach to creating a welcoming, safe, and continuous sidewalk and bicycle network in the surrounding area would advance regional multi-modal policies.

Approximately 5,700 parking spaces are proposed of which between 375 and 675 would be EV charging spaces; reducing the total number of parking spaces and maximizing EV charging spaces would advance regional transportation and sustainability policies.

Given the key role the Garnett MARTA station is expected to play in providing access to the project's high density uses, careful attention should be paid to the likely preferred pedestrian route from the station to the site along Forsyth and Castleberry Streets and across Ted Turner Drive.

General Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, the site of this DRI is designated as Region Core. The Plan provides general information and policy recommendations for Region Core locations as described at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached.

The project is expected to generate a total of 18,807 daily new car trips and 8,193 transit, sidewalk, and bicycle trips. Roadway and sidewalk/bike lane improvements are proposed to accommodate these trips. The sidewalk improvements consist of scattered repairs and infill of missing segments and crosswalks. A more robust wholistic approach to creating continuous safe and inviting new sidewalk routes would better serve the achievement of walkability and transit use goals.

Providing optimal access to the site from the Garnett MARTA station is key to encouraging multi-modal access to the project. The most direct pedestrian route from the station runs north on Brotherton Transportation Mall, then south on Forsyth Street, then west on Castleberry Street to a planned new crosswalk on the north side of a new signalized intersection. This route would land on the west side of Ted Turner and north side of Driveway B which pedestrians would then have to cross to get to the more central

part of the project to the south. The proposed deceleration/turn lane and associated barrier shown on the site plan at Ted Turner Drive and Castleberry Street will disrupt the pedestrian flow along Ted Turner and is not in keeping with the need to prioritize pedestrian access over vehicular access in this core downtown location. The site plan does not show a sidewalk along Ted Turner at this location.

The short one-way quarter block of Castleberry Street, which seems to have limited usage and presents some possible safety issues with the additional vehicular traffic projected, offers an opportunity to create a wide pedestrian only “front door” entrance to the project along the critical route between the Garnett station and the project. If vacating this quarter block segment is not feasible, a wide pedestrian walkway could be included in the publicly owned open space to the south of the street. In either of these scenarios, the new crosswalk across Ted Turner Drive would be on the south side of the new intersection which would land users south of Driveway B thereby avoid any conflicts with it. This area would also be where the proposed pedestrian bridge/route from Castleberry Hill generally terminates creating an opportunity to establish a strong pedestrian axis and corridor from Castleberry Hill all the way to the MARTA station. Final design of this area should take into account these major opportunities.

The three driveways proposed on Whitehall Street are fairly close together and will disrupt the bike and pedestrian flow in that location. A reduction to two driveways would be supportive of creating a safer and more inviting biking and walking environment.

A total of 5,700 structured parking spaces are proposed; reducing the total number of parking spaces would advance regional transportation and sustainability policies.

A total of 50 bicycle parking spaces and 4 showers are proposed. Additional bicycle parking spaces and shower facilities would strengthen the project’s multi-modal transportation and sustainability approach. Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. 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.

ARC Natural Resource Group Comments

The full ARC Natural Resource Group comments are attached. 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.

Neither the USGS coverage for the project area or the submitted site plan show any streams on or near the property. Any unmapped streams on the property may be subject to buffers required under the City of Atlanta Stream Buffer Ordinance. Any waters of the state on the property will be subject to the State 25-foot Erosion and Sediment Control Buffer.

Other Environmental Comments

The project can further support The Atlanta Region's Plan by incorporating other aspects of regional environmental 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.

Between 375 and 675 EV charging spaces are proposed; inclusion of additional EV charging stations would be supportive of regional EV infrastructure development plans.

Unified Growth Policy: Region Core

This DRI site falls under the Region Core area designation which, is the major economic, cultural, and transportation hub of the entire Atlanta metro region. This area is the densest in terms of employment, residential, and cultural offerings throughout the region, with the most developed transit service in the region.

The Region Core can handle the most intense development due to the amount of infrastructure already in place; however, this infrastructure may need improvements and enhancements due to its age and our region's changing lifestyle conditions. The lack of accessible public greenspace within the Region Core affects the area's aesthetics and overall quality of life for residents and workers. The Region Core competes with other central city areas in the southeast. The region must work together to keep this area as competitive as possible to lure additional high paying jobs and residents. With a growing regional population and growing congestion, this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options.

The intensity and land use of this project fully aligns with and directly advances all aspects of The Atlanta Region's Plan's recommendations for the Region Core. The project utilizes a long-vacant site directly adjacent to the downtown core. Provision of the large amount of density proposed next to a MARTA station allows for needed alternative mode access and will meaningfully bolster MARTA ridership. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to the needs and concerns of nearby local governments, neighborhoods, and other stakeholders.

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

ATLANTA REGIONAL COMMISSION
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
FULTON COUNTY

GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
CENTRAL ATLANTA PROGRESS

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
CITY OF ATLANTA

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 #3533

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: Forge Atlanta

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 33.746361, -84.399676

Brief Description of Project: Mixed-use development in the southwest portion of downtown Atlanta

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.): 1,500 residential units, 260 hotel rooms, 50,000 SF cultural space, 1,650,000 SF office, 100,000 SF

Developer: Urbantec Development Partners, LLC

Mailing Address: 3343 Peachtree Road NE

Address 2:

City: Atlanta State: GA Zip: 30326

Telephone: 404-549-3736

Email: jae@urbantecdp.com

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?

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?

Estimated Project Completion This project/phase: 2028
Dates: Overall project: 2028

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DRI #3533

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: Forge Atlanta
DRI ID Number: 3533
Developer/Applicant: Urbantec Development Partners, LLC
Telephone: 404-549-3736
Email(s): jae@urbantecdp.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: \$2.25B

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Est. \$17M-28M

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): 101,000 SF of General Light Industrial; 12 low rise multifamily housing units

Water Supply

Name of water supply Atlanta Department of Watershed Management

provider for this site:

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

0.41 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: Atlanta Department of Watershed Management

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

0.34 MGPD

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.)

Net new trips: 18,087 daily | 1,464 AM | 1,650 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 and Traffic Impact Study completed by Kimley-Horn.

Solid Waste Disposal

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

8692 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

80-90%

impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site will employ several integrated detention systems that comply with the latest City of Atlanta Stormwater Ordinance and retain and re-use the first one inch volume on site.

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

DRI INFORMATION

DRI Number #3533
DRI Title Forge Atlanta
County Fulton County
City (if applicable) City of Atlanta
Address / Location North of Whitehall Street, west of Ted Turner Drive, and south of Packard Street

Proposed Development Type: It is proposed to develop 1,500 multi-family units, 260 room hotel and conference center, 50,000 sf of cultural space, 1,650,000 sf of office space, 100,000 sf of film studio space, and 69,000 sf of retail space.

Build Out: 2028

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date April 27, 2022

TRAFFIC STUDY

Prepared by Kimley-Horn
Date April 15, 2022

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)

In addition to the programmed and planned projects found on Tables 11 and 12, the following project should be included: Cycle Atlanta Phase I.O- Implementation at various locations (AT-277A).

☐ NO (provide comments below)

[Click here to provide comments.](#)

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

There are five proposed access points located at Packard St., Ted Turner Dr., and three on Whitehall St. Based on the site's location and access points, it does not appear that the site will be directly served by a regional thoroughfare.

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

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

This site will not be served by a regional truck route.

☐ 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 MARTA's Garnett Station (north/south bound direction)

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)

On Ted Turner Drive, from MVP Studios to Whitehall St, the sidewalk appears to be covered with vegetation, if the sidewalk is continuous.

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, Xpress, CobbLinc, and Gwinnett County

Bus Route(s) MARTA: Routes 40, 49, 3, 21, 42, 813

Xpress: Routes 400, 413, 416, 419, 426, 430, 432, 440, 441, 442, 453, 463, 476, 480, 485, 490

CobbLinc: Route 100 and Route 101

Gwinnett County Transit: Route 102

- Distance*
- ☒ Within or adjacent to the development site (0.10 mile or less)
 - ☒ 0.10 to 0.50 mile
 - ☒ 0.50 to 1.00 mile

- Walking Access*
- ☒ Sidewalks and crosswalks provide sufficient connectivity
 - ☐ Sidewalk and crosswalk network is incomplete
 - ☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

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

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

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

- ☐ NO
- ☒ YES

MARTA provides Rail and fixed route bus services.

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

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

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

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

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

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

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

☐ YES (connections to adjacent parcels are planned as part of the development)

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

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*)

The site plan illustrates a proposed pedestrian bridge to connect to Castelberry Hill but the implementation would need railroad approval.

- 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):**

FORGE ATLANTA DRI
City of Atlanta
Natural Resources Group Comments
April 25, 2022

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

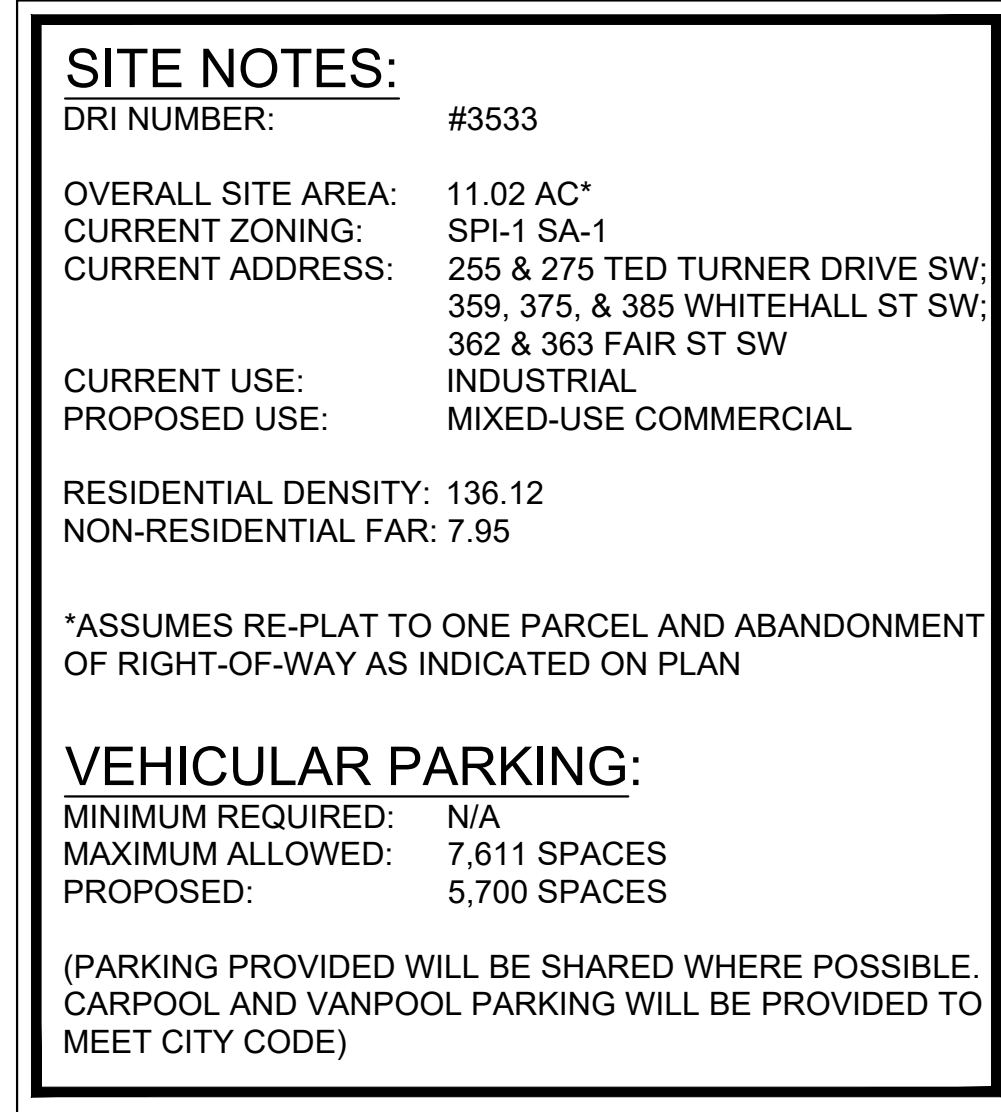
Neither the USGS coverage for the project area or the submitted site plan show any streams on or near the property. Any unmapped streams on the property may be subject to buffers required under the City of Atlanta Stream Buffer Ordinance. Any waters of the state on the property will be subject to the State 25-foot Erosion and Sediment Control Buffer.

Stormwater and Water Quality

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

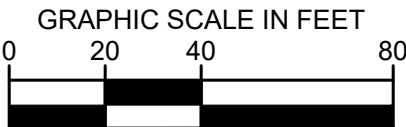
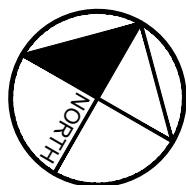
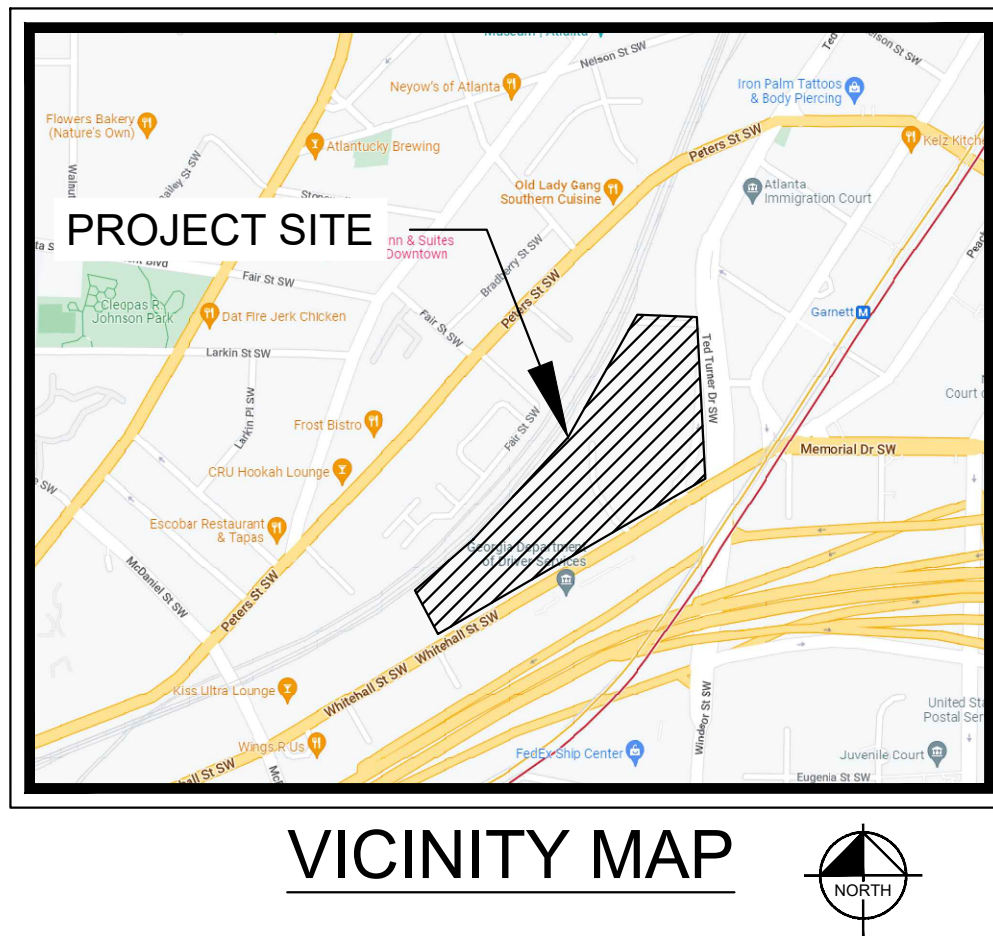
During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation 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.



FUTURE DENSITY TABLE	
PROPOSED PROJECT TRIPS	DENSITY
222 MULTI-FAMILY HOUSING (HIGH-RISE)	1,500 DWELLING UNITS
310 HOTEL	260 ROOMS
480 MUSEUM	50,000 SF GFA
710 GENERAL OFFICE BUILDING	1,750,000 SF GFA
820 SHOPPING CENTER	69,000 SF GFA

PROJECT CONTACTS

[illegible]

GSWCC CERT. (LEVEL II)	0000076496
DRAWN BY	MEM
DESIGNED BY	ZLR
REVIEWED BY	KRT
DATE	04/07/2022
PROJECT NO.	019580025

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