REGIONAL REVIEW FINDING

Atlanta Regional Commission ● 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 ● ph: 404.463.3100 fax: 404.463.3205 ● atlantaregional.org

DATE: November 1, 2023

TO: Mayor Andre Dickens, City of Atlanta
ATTN TO: Keyetta Holmes, Zoning and Development Director, City of Atlanta
FROM: Mike Alexander, COO, Atlanta Regional Commission
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: **Bowen Homes Redevelopment DRI 4036**
Submitting Local Government: City of Atlanta
Date Opened: October 11, 2023 **Date Closed:** November 1, 2023

Description: A DRI review of a proposal to construct a mixed-use project with 37 single-family units, 1,963 multi-family units, 60,000 SF of retail space, 20,000 SF of office space, and 25,000 SF of community center space on a 74-acre site of the former Bowen Homes housing development of of Donald Hollowell Parkway and James Jackson Parkway in the City of Atlanta.

Comments:

Key Comments

The project strongly aligns with applicable Maturing Neighborhoods policy recommendations which note: "infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks."

The project could be further aligned with Maturing Neighborhood policies by providing more defined greenspace and park areas.

The project's provision of 756 affordable housing units is strongly supportive of regional housing affordability policies.

The project's mix of residential, retail, office and community uses and provision of a well-defined street grid with short blocks are strongly supportive of regional placemaking and walkability policies.

The project's provision of a robust sidewalk network and multi-use internal trail are supportive of regional multi-modal transportation policies; fine tuning the final trail route could provide enhanced pedestrian connectivity.

The project is expected to generate a total of 2,742 daily new car trips. Associated roadway improvements to mitigate this traffic impact are proposed.

Plans do not appear to identify EV charging spaces or bicycle parking spaces; optimal amounts of both would be supportive of regional multi-modal and transportation electrification policies.

A significant portion of the existing site is heavily wooded; utilization of a sensitive land clearing and construction approach in order to preserve as many trees as possible would be supportive of regional heat mitigation and stormwater management policies.

There are several MARTA bus stops along James Jackson Parkway and Donald Hollowell Parkway which will service project residents; the project should coordinate with MARTA on the ultimate realignment and improvement of these stops as needed.

<u>General Comments</u>

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

The project's provision of 756 affordable housing units is strongly supportive of regional housing affordability policies.

The project's mix of residential, retail, office and community uses and provision of a well-defined street grid with short blocks are strongly supportive of regional placemaking and walkability policies. While it would require the use of a property outside of the current project site through acquisition or an easement, the extension of the central axis along Chivers Street to the south to connect directly to Donald Hollowell Parkway – the major thoroughfare for the area – would significantly improve the project's pedestrian and vehicular circulation and also add a major placemaking feature. This would also act as a powerful catalyst for redevelopment of the existing substandard retail uses along Donald Hollowell Parkway into a central community hub for the larger Brookview Heights neighborhood. At a minimum, the adjacent property owner may be amenable to offering a generous pedestrian/multi-use trail easement in this location directly connecting Donald Hollowell Parkway to the project's center street which would add significant value to their property in addition to improving the pedestrian connectivity of the larger project. It is understood that acquiring the property needed to add this urban design element is outside of the official scope of the project but continued exploration of the possibility is encouraged.

The project site plan does not indicate any parks or playgrounds which are key requirements for a mixed-use project of this size. The final plan will need to include adequately-sized and well designed parks and recreation areas.

Transportation and Mobility Comments

ARC's Transportation and Mobility comments are attached.

The project is expected to generate a total of 2,742 daily new car trips. Associated roadway improvements to mitigate this traffic impact are proposed.

The project's provision of a robust sidewalk network and multi-use internal trail are supportive of regional multi-modal transportation policies. The route of the proposed multi-use trail appears to skirt the center of the development. A more central route along Chivers Street would provide much stronger connectivity to the full project. Connection of the project to a larger regional trail network would substantially enhance its multi-modal transportation connectivity.

A total of 1,783 parking spaces are proposed in a mix of on-street and structured parking facilities. Plans do not appear to identify EV charging spaces or bicycle parking spaces; provision of optimal amounts of both would be supportive of regional multi-modal and transportation electrification policies. 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 Resources Comments

ARC's Natural Resources Comments are attached. Neither the project site plan nor the USGS coverage for the project area show any streams on the project property. Any unmapped streams on the property may be subject to the requirements of the City Stream Buffer Ordinance. Any waters of the State on the property will be subject to the 25-foot state Erosion and Sedimentation Act buffers.

ARC Environmental Comments

The project site falls within a traditionally underserved minority neighborhood that is at a higher risk of climate change-induced heat impacts. A significant portion of the existing site is heavily wooded; utilization of a sensitive land clearing and construction approach in order to preserve as many trees as possible would be supportive of regional heat mitigation and stormwater management policies. The site plan shows above-ground stormwater facilities taking up much of the remaining wooded open space of the site. Alternative stormwater approaches – including green infrastructure and underground storage vaults – to reduce the need for these facilities would allow the retention of more trees which in turn reduces stormwater generation and cools the air. The project website notes that "A pedestrian green street and

linear storm water park connects through the site east to west, creating green infrastructure to reduce flooding." but these elements are not shown on the site plan. Inclusion of these measures would be highly supportive of regional stormwater and environmental policies.

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.

Unified Growth Policy Considerations: Maturing Neighborhoods

This DRI site falls under the UGPM Maturing Neighborhoods category which are older neighborhoods that include both single- and multi-family development, as well as commercial and office uses at connected key locations, that were mostly built out before 1980. They represent the largest part of the region that is facing infill and redevelopment pressures. In many cases, infrastructure is in place to handle additional growth, but in some areas, infrastructure is built out with limited capacity for expansion. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as regional routes for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks. The proposed project strongly aligns with The Atlanta Region's Plan's recommendations for Maturing Neighborhoods. The project utilizes previously developed land for new residential development, includes a mix of uses, and provides a robust sidewalk network and multi-use path with a potential future connection to a regional trail.

The project could be further aligned with Maturing Neighborhood policies by providing more defined and programmed greenspace areas, and by utilizing a sensitive development approach intended to retain as much of the existing tree canopy as feasible to mitigate heat island and climate change impacts. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF ATLANTA
MARTA	COBB COUNTY	

For questions, 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.

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #4036

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:	Bowen Homes Redevelopment
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	33.7830458, -84.4798611
Brief Description of Project:	The mixed use development is proposed to consist of 2,000 residential units, 60,000 SF commercial space, 25,000 SF office, and 25,000 SF community center

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	(see description above)
Developer:	Atlanta Housing
Mailing Address:	230 John Wesley Dobbs Avenue
Address 2:	
	City:Atlanta State: GA Zip:30303
Telephone:	404-892-4700
Email:	John.Skach@atlantahousing.org
Is property owner different from developer/applicant?	○ (not selected) ○ Yes ◉ No
If yes, property owner:	
Is the proposed project entirely located within your	○ (not selected) ◉ Yes ○ No

local government's jurisdiction?	
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 Dates:	This project/phase: 2031 Overall project: 2040

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Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #4036

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:	Bowen Homes Redevelopment
DRI ID Number:	4036
Developer/Applicant:	Atlanta Housing
Telephone:	404-892-4700
Email(s):	John.Skach@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:	$704M
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$8.5M
Is the regional work force sufficient to fill the demand created by the proposed project?	○ (not selected) ◉ Yes ○ No
Will this development displace any existing uses?	○ (not selected) ○ Yes ◉ No

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

Water Supply

Name of water supply provider for this site:	City of Atlanta Department of Watershed Management

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	Phase 1: 0.22 MGD | Phase 2: 0.59 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:	City of 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)?	Phase 1: 0.18 MGD | Phase 2: 0.49 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.)	Ph.1: 2,742 Daily, 189 AM, 227 PM | Ph.2: 8,824 Daily, 675 AM, 685 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 traffic impact study prepared by Kimley-Horn

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	Phase 1: 1,788 tons | Phase 2: 6,842 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	80%

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:Stormwater management measures will be developed in accordance with Georgia and City of Atlanta Stormwater Management requirements with a combination of detention facilities and infiltration practices such as bioretention basins and pedestrian green streets.

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:
This project site is located in the Middle Chattahoochee Watershed (no additional buffers required for 'Large Watersheds in Georgia' region)

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BOWEN HOMES REDEVELOPMENT DRI
City of Atlanta
Natural Resources Review Comments
October 11, 2023

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

Watershed Protection

The project is in the Proctor Creek watershed, which in turn is in the portion of the Chattahoochee River watershed that drains into the 2000-foot Chattahoochee River Corridor, but it is not within the Corridor itself. While this portion of the Chattahoochee watershed is downstream of the existing public water supply intakes on the Chattahoochee, there are two proposed intakes that may affect the project area. The final locations have not been determined for either proposed intake. One intake would serve Coweta County and may be located in Coweta or the southern portion of Fulton County. The second proposed intake would be at or near Bear Creek in Chattahoochee Hills and would serve the southern portions of Fulton County. Once an intake location is approved on the Chattahoochee, the land in the watershed upstream of the intake would be classified as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. However, the Part 5 criteria are minimal for large water supply watersheds with direct river intakes, consisting of limits on hazardous material storage within seven miles upstream of the intake.

Stream Buffers

Neither the project site plan nor the USGS coverage for the project area show any streams on the project property. Any unmapped streams on the property may be subject to the requirements of the City Stream Buffer Ordinance. Any waters of the State on the property will be subject to the 25-foot state Erosion and Sedimentation Act buffers.

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 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.

ATLANTA REGIONAL COMMISSION
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303
atlantaregional.com

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	#4036
DRI Title	Bowen Homes Redevelopment
County	Fulton County
City (if applicable)	Atlanta
Address / Location	North of Donald Lee Hollowell Parkway (SR 8/US 78) and west of James Jackson Parkway (SR 280)

Proposed Development Type:

A DRI review of a proposal to construct a mixed-use project with 37 single-family units, 1,963 multi-family units, 60,000 SF of retail space, 20,000 SF of office space, and 25,000 SF of community center space on a 74-acre site of the former Bowen Homes housing development off Donald Hollowell Parkway and James Jackson Parkway in the City of Atlanta.

Build Out: 2040

Review Process

☐ EXPEDITED

☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Reginald James
Copied	Jean Hee Barrett
Date	October 23, 2023

TRAFFIC STUDY

Prepared by	Kimley-Horn

Date September 1, 2023

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)*

Planned and programmed improvements are mentioned on pages 23-24.

☐ 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

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

No such roadways serve as access points for this project.

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)*

No such roadways serve as access points for this project.

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)	50, 153, 853
Distance*	☒ Within or adjacent to the development site (0.10 mile or less)
	☐ 0.10 to 0.50 mile
	☐ 0.50 to 1.00 mile
Walking Access*	☐ Sidewalks and crosswalks provide sufficient connectivity
	☒ Sidewalk and crosswalk network is incomplete
	☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*
	Click here to provide comments.
Bicycling Access*	☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
	☒ Low volume and/or low speed streets provide sufficient connectivity
	☐ Route uses high volume and/or high speed streets
	☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed)*

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

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

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

☐ NO

☒ YES

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

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*

Note: Proposed multiuse path shown on site plan intends to serve access for bicyclists and pedestrians internal to the site as well as for those passing through the 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?

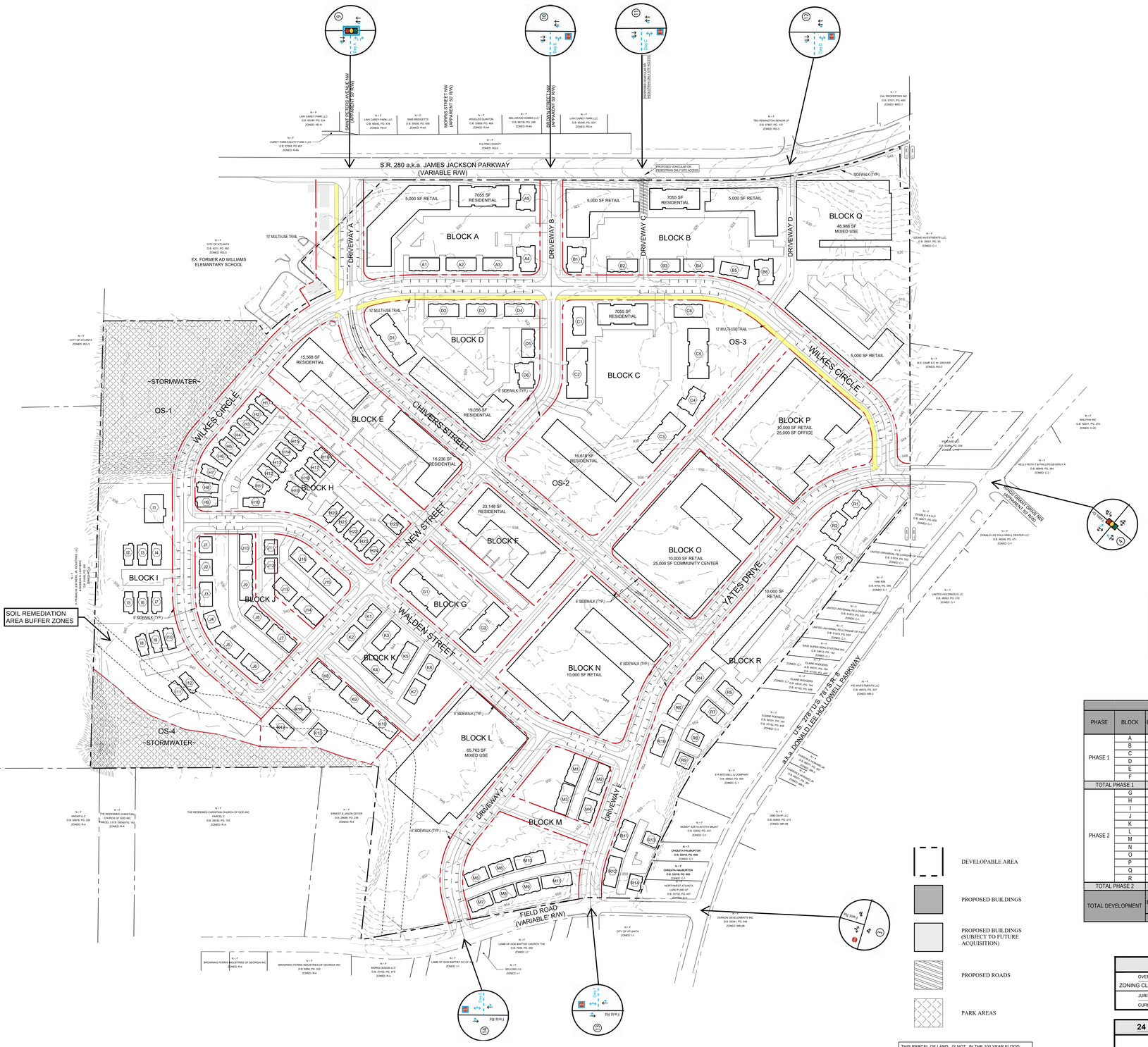
☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

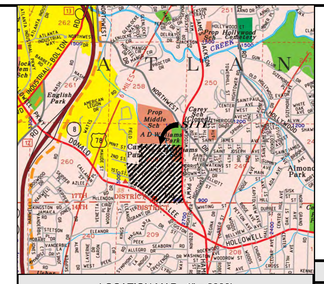
☐ YES *(see comments below)*

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):

Not at this time.





KEY NOTES - ALL RESIDENTIAL USE

	SQUARE FOOTAGE	NUMBER OF STORIES
(A1) – (A3)	2,692 SF	3
(A4) – (A4)	2,871 SF	3
(A5)	2,871 SF	4
(B1)	2,871 SF	3
(B2) – (B4)	2,692 SF	3
(B5)	2,692 SF	2
(B6)	2,871 SF	3
(C1)	2,522 SF	2
(C2) – (C3)	7,055 SF	3
(C4)	2,871 SF	3
(C5)	7,055 SF	3
(C6)	2,522 SF	2
(D1)	7,055 SF	3
(D2) – (D4)	2,692 SF	3
(D5)	2,692 SF	2
(D6)	2,871 SF	3
(G1) – (G2)	7,055 SF	3
(H1) – (H2)	1,409 SF	--
(I1)	3,870 SF	--
(I2) – (I12)	1,409 SF	--
(J1) – (J2)	1,429 SF	2/3
(J3)	2,144 SF	2/3
(J4)	1,429 SF	2/3
(J5) – (J7)	2,522 SF	2/3
(J8)	2,019 SF	2/3
(J9) – (J10)	2,692 SF	2/3
(J11) – (J12)	1,346 SF	2/3
(J13)	2,019 SF	2/3
(J14) – (J15)	2,692 SF	2/3
(J16)	2,144 SF	2/3
(K1) – (K2)	2,019 SF	3
(K3) – (K5)	2,692 SF	3
(K6) – (K7)	2,019 SF	3
(K8) – (K12)	2,692 SF	3
(K13) – (K12)	2,019 SF	3
(K13)	1,346 SF	3
(M1) – (M3)	2,692 SF	3
(M4) – (M5)	2,019 SF	3
(M10) – (M11)	2,692 SF	3
(N1) – (N2)	2,871 SF	3
(N4)	2,692 SF	3
(N3) – (N7)	2,019 SF	3
(N8) – (N9)	1,346 SF	3
(N10) – (N12)	2,692 SF	3
(N13) – (N14)	1,346 SF	3

USAGE BREAKDOWN

MULTIFAMILY HOUSING: 2,000 UNITS

RECREATIONAL COMMUNITY CENTER: 25,000 S.F.

GENERAL OFFICE BUILDING: 25,000 S.F.

RETAIL: 60,000 S.F.

LAND USE DETAIL BY BLOCK

PHASE	BLOCK	BUILDINGS	COMMERCIAL LAND USES (SF)			RESIDENTIAL LAND USES (DWELLING UNITS)					PARKING	
			RETAIL	OFFICE	COMMUNITY CENTER	TOTAL	SINGLE FAMILY	MF 2-STORY	MF 3-STORY	MF 4-STORY	MF 5-STORY	NON-RES	RES
PHASE 1	A	7	5,000			143			37	106		13	143
	B	9	10,000			138		4	84	50		25	138
	C	8				129		7	66	56		-	129
	D	7				101		4	34	63		-	101
	E	2				154				154		-	154
	F	1				91				91		-	91
TOTAL PHASE 1		34	15,000	-	-	756	-	15	221	520	-	38	756
PHASE 2	G	2				44			44			-	44
	H	25				25	25					-	25
	I	12				12	12					-	12
	J	16				50		25	25			-	50
	K	13				43			43			-	43
	L	1				139				139		-	75
	M	11				38			38			-	21
	N	1	10,000			262					262	25	141
	O	1	10,000		25,000	219				219		88	118
	P	1	10,000	25,000		119				119		88	64
	Q	2	5,000			167			67	100		13	90
	R	15	10,000			126			126			25	68
TOTAL PHASE 2		100	45,000	25,000	25,000	1,244	37	25	343	577	262	238	752
TOTAL DEVELOPMENT		BUILDINGS	COMMERCIAL LAND USES (SF)			RESIDENTIAL LAND USES (DWELLING UNITS)						PARKING	
			RETAIL	OFFICE	COMMUNITY CENTER	TOTAL	SINGLE FAMILY	MF 2-STORY	MF 3-STORY	MF 4-STORY	MF 5-STORY	NON-RES	RES
		134	60,000	25,000	25,000	2,000	37	40	564	1,097	262	275	1,508

SITE SUMMARY

OVERALL SITE AREA:	74.0 ACRES
ZONING CLASSIFICATION	
JURISDICTION:	CITY OF ATLANTA
CURRENT ZONING:	RG3

24 HOUR CLIENT CONTACT

ATLANTA HOUSING
(404) 892-4700

PROJECT TEAM

OWNER/DEVELOPER
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230 JOHN WESLEY DOBBS AVE
ATLANTA, GA 30303
(404) 892-4700
JOHN SKACH

TRAFFIC CONSULTANT
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ANA EISENMAN

DEVELOPMENT PARTNERS
THE BENOIT GROUP, LLC
MCCORMACK BARON SALAZAR

CIVIL ENGINEERING
GASKINS + LECRAW
1266 POWDER SPRINGD ROAD SW
MARIETTA, GA 30064
(770) 424-7168
DAVID STUART

THIS PARCEL OF LAND IS NOT IN THE 100 YEAR FLOOD PLAIN AND IS IN ZONE X , ACCORDING TO F.E.M.A. (F.I.A.)
COMMUNITY NUMBER # 135157 , MAP NUMBER #13121C0238F/13121C0236F DATED SEPTEMBER 13, 2013

BENCHMARK: FHT
ELEV= 912.0'
TOP OF FIRE HYDRANT LOCATED IN FRONT OF BUILDING FORMERLY KNOWN AS AD WILLIAMS ELEMENTARY SCHOOL NOW KNOWN AS BOWEN HOMES BRANCH LIBRARY

PREPARED IN THE OFFICE OF:
GASKINS +LECRAW
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1266 POWDER SPRINGS ROAD
MARIETTA, GA 30064
PHONE - 770.424.7169
FAX - 770.441.0298
www.gaskinslecraw.com
LSF001371

REVISIONS:

REV. #	DATE	REVISION DESCRIPTION
---	---	---

CLIENT
ATLANTA HOUSING
230 JOHN WESLEY DOBBS AVENUE, NE
ATLANTA, GA 30303
PROJECT
BOWEN HOMES REDEVELOPEMENT DRI #4036
PRELIMINARY ENGINEERING
LOCATED IN L.L. 259, 17TH DISTRICT
CITY OF ATLANTA, FULTON COUNTY, GEORGIA

DESIGN PROFESSIONAL

GEORGIA PROFESSIONAL 19136 ENGINEER DAVID L. STUART
GASWCC LVL II CERT # 70003

CALL BEFORE YOU DIG
811 Know what's below. Call before you dig.

SCALE & NORTH ARROW:
NORTH
0' 50' 100' 200'

SURVEY INFO:

DRAWN BY:	CC
REVIEWED BY:	DS
FIELD DATE:	N/A
OFFICE DATE:	07/21/2023
JOB #:	2105019

OVERALL SITE PLAN

C-2.0

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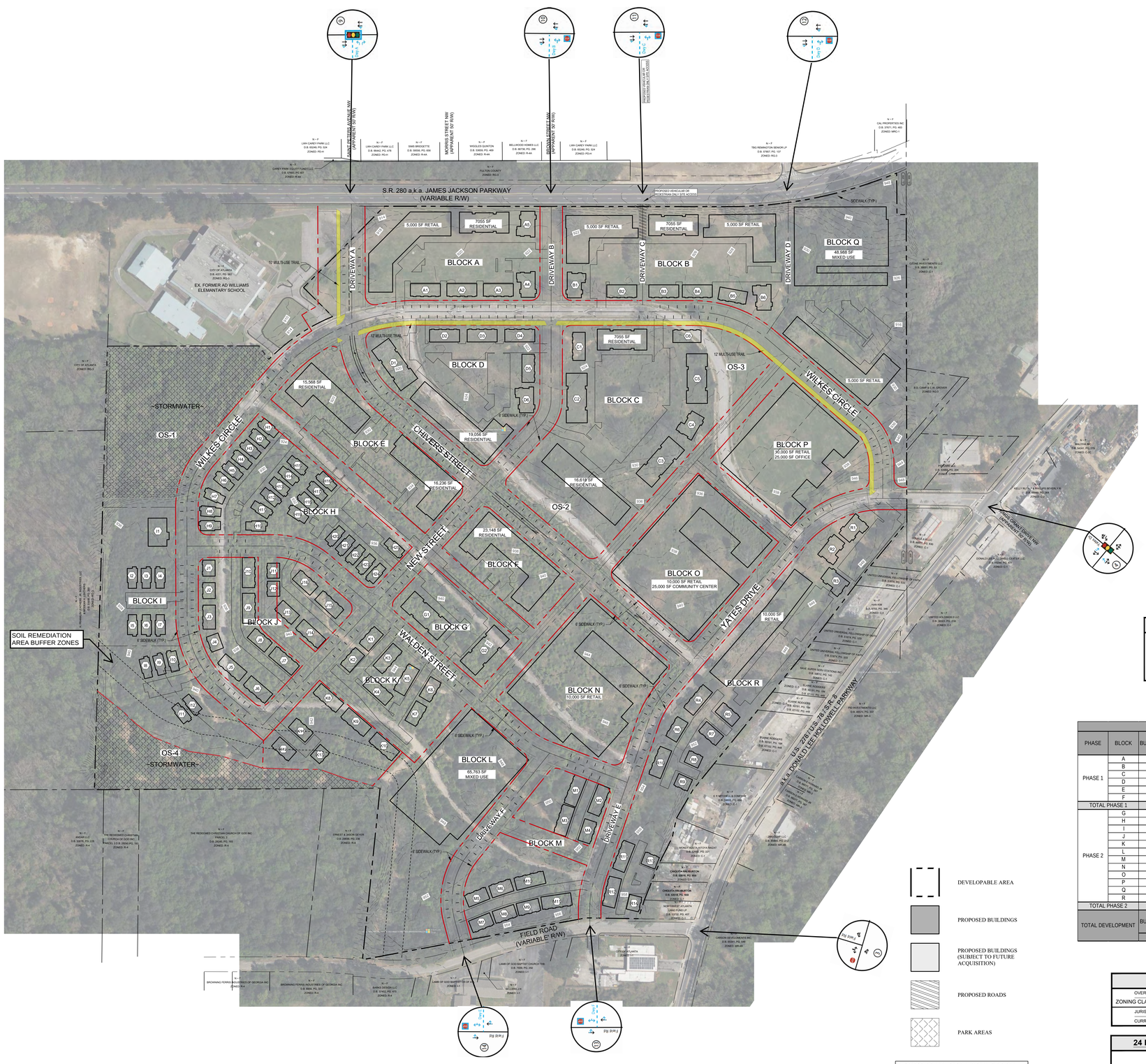

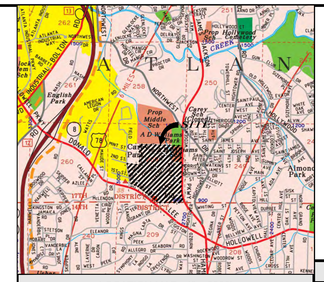

LOCATION MAP 1" = 2000'

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(D6)	2,871 SF	3
(G1) ➡ (G2)	7,055 SF	3
(H1) ➡ (H25)	1,409 SF	--
(I1)	3,870 SF	--
(I2) ➡ (I12)	1,409 SF	--
(J1) ➡ (J2)	1,429 SF	2/3
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(J4)	1,429 SF	2/3
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(M10) ➡ (M11)	2,692 SF	3
(R1) ➡ (R3)	2,871 SF	3
(R4)	2,692 SF	3
(R5) ➡ (R7)	2,019 SF	3
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	J	16				50		25	25			-	50
	K	13				43			43			-	43
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DAVID STUART

THIS PARCEL OF LAND IS NOT IN THE 100 YEAR FLOOD PLAIN AND IS IN ZONE __X__ , ACCORDING TO F.E.M.A. (F.I.A.) COMMUNITY NUMBER # 130157 MAP NUMBER #13121C0238F/13121C0236F DATED SEPTEMBER 13, 2013

BENCHMARK: FHT
ELEV.= 912.0'

TOP OF FIRE HYDRANT LOCATED IN FRONT OF BUILDING FORMERLY KNOWN AS AD WILLIAMS ELEMENTARY SCHOOL NOW KNOWN AS BOWEN HOMES BRANCH LIBRARY

PREPARED IN THE OFFICE OF:
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FAX - 770.441.0298
www.gaskinslecraw.com
LSF001371

REVISIONS:

REV. #	DATE	REVISION DESCRIPTION
---	---	---

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PROJECT
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CITY OF ATLANTA, FULTON COUNTY, GEORGIA

DESIGN PROFESSIONAL

GEORGIA PROFESSIONAL 19136 ENGINEER DAVID L. STUART
GASWCC LVL II CERT # 70003

CALL BEFORE YOU DIG

811 Know what's below. Call before you dig.

SCALE & NORTH ARROW:

NORTH
0' 50' 100' 200'

SURVEY INFO:

DRAWN BY:	CC
REVIEWED BY:	DS
FIELD DATE:	N/A
OFFICE DATE:	07/21/2023
JOB #:	2105019

OVERALL SITE PLAN

C-2.0

Drawing name: P:\Atlanta Housing\Bowen Homes\CAD\EXHIBITS\2023.07.21 - DRI SUBMITTAL.dwg SITE-ZONING PLAN Jul 20, 2023 9:59am by: ccook