



Regional Review Finding Development of Regional Impact

DATE: October 7, 2025

TO: Mayor Andre Dickens, City of Atlanta

ATTN TO: Steven Aceto, *Planner*, 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 project's relationship to regional plans, goals and policies as well as impacts the project may have on the activities, plans, goals and policies of other local jurisdictions and 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: TD Jakes - Fort Mac Village One DRI 4370

Submitting Local Government: City of Atlanta

Date Opened: September 19, 2025 **Date Closed:** October 7, 2025

Description: *A DRI review of a proposal to construct a mixed-use project with 191 townhomes, 817 multi-family units (mid-rise apartments), 84 senior adult multifamily units, a 270 room hotel, 60,675 square feet of general office space, 23,625 square feet of medical office space, private charter K-8 school with approximately 500 students, 125,778 square feet of shopping center space include a grocery store, 3,600 square feet of fast casual restaurant space, and 3,500 square feet of fast-food restaurant space on a 96-acre site within the former Fort McPherson military base at 1601 Lee Street in the City of Atlanta adjacent to the Oakland City MARTA station.*

Comments:

Key Comments

The project is strongly aligned with applicable Regional Center growth policies and recommendations which call for: "housing options should be expanded within their boundaries...support efforts to transform these areas into highly accessible mixed-use urban hubs.... adaptive reuse of existing buildings...need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks."

The project's mix of residential, office, commercial and hospitality uses, and its reuse of a previously developed site, all within walking distance of the Oakland City MARTA station, are strongly supportive of regional growth, transportation, and placemaking policies.

Ensuring the provision of inviting and safe pedestrian connections from all proposed uses to the adjacent MARTA station is critical to reducing vehicular impacts and supporting MARTA ridership.

The final project design and related transportation improvements should address the project impacts in the context of 5 nearby DRI projects and multiple large non-DRI projects.

The project is expected to generate a total of 13,100 daily new vehicular trips; a number of roadway improvements are proposed to mitigate the impact of these trips.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Regional Center; corresponding policy recommendations are provided at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation and Mobility Comments are attached. The proposal is highly consistent with ARC's MTP. The project is located within a MARTA rail station walkshed and its mix of residential, office, educational, and retail uses will support transit ridership. Ample sidewalks connect to the rail stations and connect to proposed trails and multiuse paths. The minimum amount of parking locally allowed is provided as are bicycle parking spaces. Consider improving bicycle conditions within and around site by adding bicycle markings or separation from vehicular travel. Consider adding EV charging. Pedestrian conditions can be further improved with internal wayfinding, crossing improvements, and shade through trees and plantings.

The project is expected to generate a total of 13,100 new vehicular trips. A number of improvements are identified to reduce the impact of these new trips on surrounding roadways.

Ensuring the provision of inviting and safe pedestrian connections from all proposed uses to the adjacent MARTA station is critical to reducing vehicular impacts and supporting MARTA ridership.

The final project design should an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, 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.

The final project design and related transportation improvements should address the project impacts in the context of 5 nearby DRI projects and multiple large non-DRI projects.

ARC Natural Resource Group Comments

ARC's Natural Resources Group comments are attached. The USGS coverage for the project area shows an intermittent blue-line stream running from a lake on the Fort Mac property to the southwest, but it does not run through the portions of the property included in this project proposal. The project site plan shows a portion of an unmapped stream across a small portion of the project area in the north central portion of the project near Campbellton Road. A 50-foot undisturbed buffer and additional 25-foot impervious setback are shown on both sides of the Creek but should be shown as a 75-foot buffer, as the City buffer requirement has no separate impervious setback. The State 25-foot Sediment and Erosion Control buffer is also shown along the stream. Any other unmapped streams identified on the project property may be subject to the City of Atlanta's stream buffer ordinance. Any unmapped State waters identified on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

Other Environmental Comments

The re-use of the previously developed low-density buildings surrounded by surface parking is supportive of regional stormwater and redevelopment goals. Ensuring maximum tree canopy in the remaining open areas

and utilizing green infrastructure to the greatest extent possible would advance regional goals regarding heat island effect mitigation.

The project should incorporate core environmental features supported by regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Unified Growth Policy Considerations: Regional Center

According to the Atlanta Region's Plan, Regional Centers reflect concentrated uses that have generally defined boundaries and typically included areas of concentrated employment. People travel from around the region to these 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.

Some Regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi-modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs. The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing residential neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks.

The intensity and land use of this proposed project strongly aligns with The Atlanta Region's Plan's recommendations for Regional Centers. The project's reuse of an existing site and provision of substantial new housing along with a mix of commercial, office and hospitality uses adjacent to a MARTA rail station directly respond to Regional Center policy recommendations. City of Atlanta staff and leadership, along with the applicant team, should collaborate closely to ensure maximum sensitivity to the needs of nearby local governments, stakeholders, and natural systems.

The following local governments and agencies received notice of this review:

Atlanta Regional Commission Affairs	Georgia Department of Natural Resource	Georgia Department of Community
Georgia Department of Transportation Commission	Georgia Regional Transportation Authority	Georgia Soil and Water Conservation
Georgia Environmental Finance Authority	Georgia Conservancy	City of Atlanta
MARTA	City of East Point	

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>.



Developments of Regional Impact

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DRI #4370

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: Steven Aceto
 Telephone: 404-205-0638
 E-mail: saceto@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: TD Jakes - Fort Mac Village One
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1601 Lee Street SW, Atlanta, GA 30311
 Brief Description of Project: This application proposes the redevelopment of a 96-acre portion of the Fort McPherson Base, located at 1601 Lee Street SW, Atlanta GA 30311 within Fulton County. The proposed development consists of four zoning districts; Market District, Heritage District, Campbellton District, and Western District. The project will have a variety of building uses spanning across the entire site which will include new buildings as well as the re-purpose and restoration of existing historic buildings located on the site. This project will be constructed in multiple phases. Proposed uses includes: Commercial, Food Service, Office, Senior Living, Hotel, Residential (multi-family and single family) and School

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.): 105,000 SF Commercial, 36,000 SF Food service, 84,300 SF Office, 85,000 SF Senior living facility
 Developer: Fort Mac Village One, LLC Company (Marcus Dawson and Roxanne Gardner)
 Mailing Address: 3703 Patience Boulevard E
 Address 2:
 City: Dallas State: TX Zip: 75236
 Telephone: 972-709-2508
 Email: marcus.dawson@tdjakes.com
 Is property owner different from developer/applicant? (not selected) Yes No

If yes, property owner: McPherson Implementing Local Redevelopment Authority

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: TD Jakes - Fort Mac Village One
Project ID: 4103

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: 2028
Overall project: 2028

[Back to Top](#)



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DRI #4370

Wetlands were indicated on site. Historical buildings exist on site. All impacts, modifications, and reuse will be reviewed and permitted through the authority having jurisdiction.

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: Steven Aceto
 Telephone: 404-205-0638
 Email: saceto@atlantaga.gov

Project Information

Name of Proposed Project: TD Jakes - Fort Mac Village One
 DRI ID Number: 4370
 Developer/Applicant: Fort Mac Village One, LLC/The Fort Mac Village, LLC (Contact: Marcus Dawson & Roxanne Gardner)
 Telephone: 214-878-4173; 312-49
 Email(s): Marcus.Dawson@tdjakesrev.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: \$580,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$12,000,000

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

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

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

Water Supply

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

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? Proposed: 0.568 MGD (Peak: 2.27 MGD) (1.2x Sewer GPD)

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

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

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

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

Wastewater Disposal

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

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? Proposed: 0.474 MGD (Peak: 1.90 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.) 1,342 AM, 1,456 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: Traffic signal, left- and right-turn lanes on Lee Street SW at Driveway 6/Site Drive N and Driveway 7/Site Drive S. Both driveway approaches should contain separate left- and right-turn approach lanes and single departure lanes. At Driveway 5 along Lee Street SW, left- and right-turn lanes on Lee Street SW and single approach and departure lanes on Driveway 5. At Driveway 4/Site Drive EC on Campbellton Road, a left- and right-turn lane on Campbellton Road SW are warranted.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 3,895 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? 50%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Measures in place include typical stormwater facilities, including collaboration with adjacent Tyler Perry Studios project. Details included in site plan.

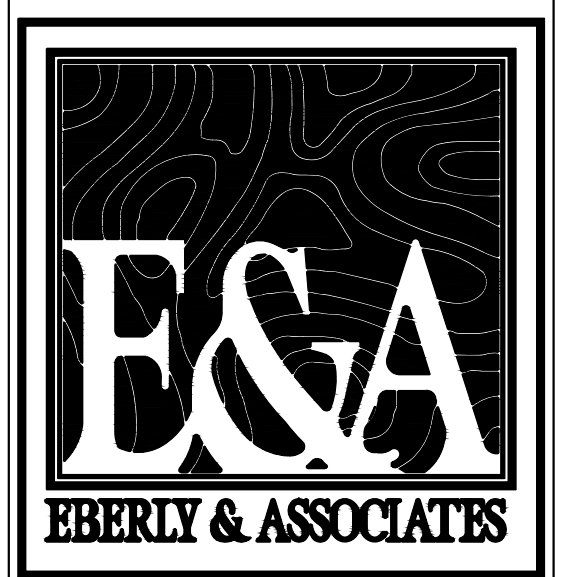
Environmental Quality

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

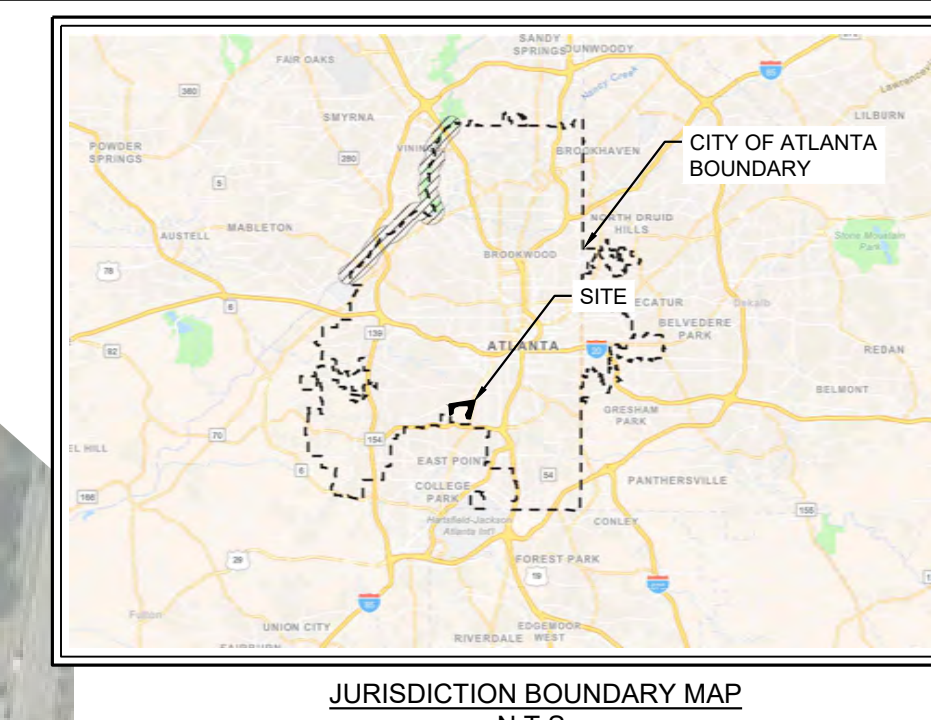
If you answered yes to any question above, describe how the identified resource(s) may be affected:

[Back to Top](#)

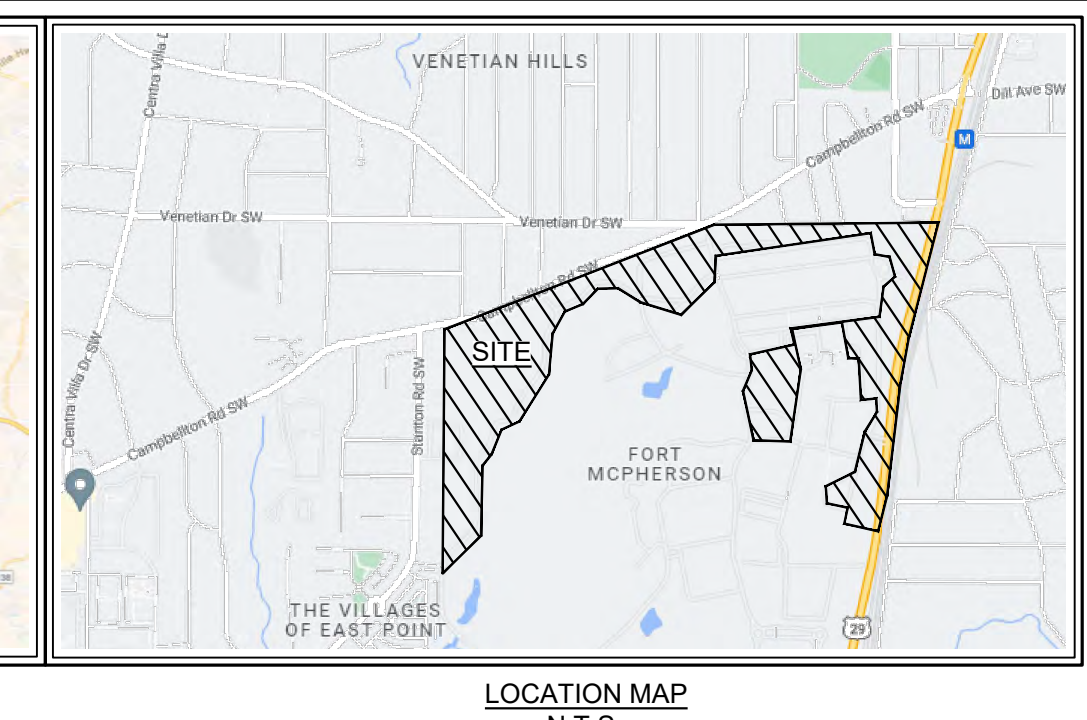


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LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE



JURISDICTION BOUNDARY MAP
N.T.S.



LOCATION MAP
N.T.S.

OWNER/DEVELOPER
FORT MAC VILLAGE ONE, LLC
3703 PATIENCE BLVD. E
DALLAS, TEXAS 75236
(310) 465-0327
ROXANNE GARDNER
ROXANNEGARDNER@TDJAKES.COM

ENGINEER / SITE PLANNER
EBERLY & ASSOCIATES, INC.
CONTACT: ANTONIO SAMPLE
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(678) 287-4745
ASAMPLE@EBERLY.NET

TRAFFIC ENGINEER
NVS ENGINEERS AND CONSULTANTS, INC.
NAVEED JAFFAR, P.E.
10745 WESTSIDE WAY
SUITE 300
ALPHARETTA, GA 30009
(678) 795-3849

PROJECT:
T.D. JAKES
FORT MAC VILLAGE ONE
LAND LOT 121, 136, 153
14TH DISTRICT
FULTON COUNTY, GEORGIA
1801 LEE STREET SW, ATLANTA, GA 30311

REVISIONS:

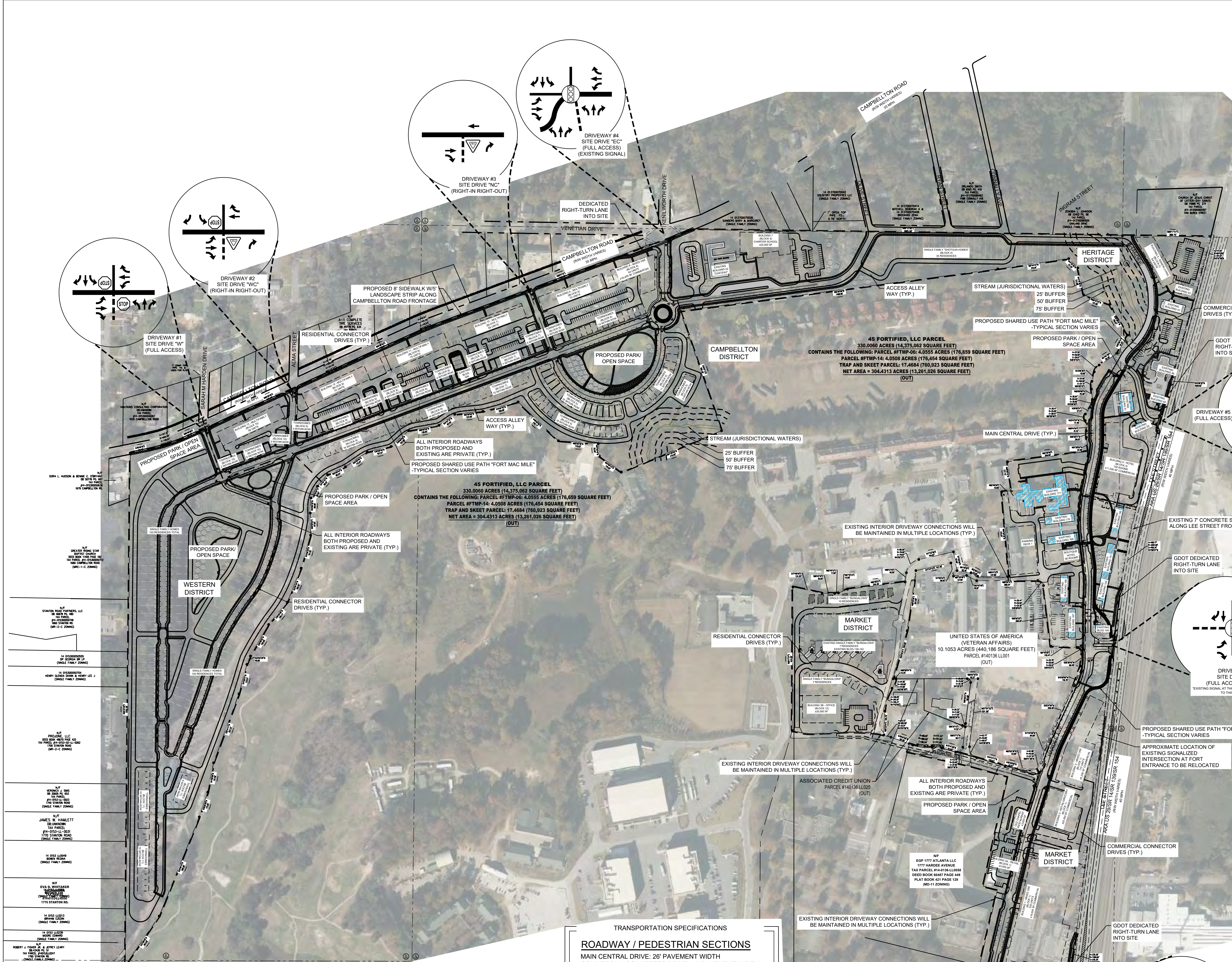
02/28/2023	SAP PLAN SUBMITTAL
03/16/2023	DRI SITE PLAN
12/15/2023	PAGE TURN SET
08/19/2025	DRI SITE PLAN

DRI SITE PLAN

SCALE:	1" = 200'
DATE:	08/01/2022
DRAWN BY:	EV
PROJECT MANAGER:	AS
QA/QC CHECK:	

PROJECT NO.
22-087

SHEET NO.
DRI
DRI#: 4370
NOT ISSUED FOR CONSTRUCTION



OVERALL SITE DATA
ZONING USE: SPI-2
TOTAL ACREAGE: 95.61
DISTURBED ACREAGE: 100.10
FULTON COUNTY, GA
LAND LOT 121, 136, 154; 14TH DISTRICT
PARCEL #: 14 0136 LL0041
TOTAL OPEN SPACE REQUIRED: 1,500,000 SF
TOTAL OPEN SPACE PROVIDED: 3,326,563 SF

MARKET DISTRICT (SA 1)	HERITAGE DISTRICT (SA 2)	CAMPBELLTON DISTRICT (SA 3)	WESTERN DISTRICT (SA 4)
DISTRICT AREA TOTAL AREA: 25.83 ACRES (1,116,324 sq. ft.)	DISTRICT AREA TOTAL AREA: 19.13 ACRES (833,154 sq. ft.)	DISTRICT AREA TOTAL AREA: 26.02 ACRES (1,133,213 sq. ft.)	DISTRICT AREA TOTAL AREA: 34.46 ACRES (1,485,296 sq. ft.)
SETBACKS SIDE: 0 ft. BACK: 0 ft. FACADE SETBACK: 70 ft.	SETBACKS SIDE: 0 ft. BACK: 0 ft. FACADE SETBACK: 70 ft.	SETBACKS SIDE: 7 ft. BACK: 10 ft. FACADE SETBACK: 70 ft.	SETBACKS SIDE: 7 ft. BACK: 10 ft. FACADE SETBACK: 70 ft.
DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 4.0 MAXIMUM RESIDENTIAL FAR: 3.2 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.21 PROVIDED RESIDENTIAL FAR: 0.51 PROVIDED OPEN SPACE: 74 % (827,174 sq. ft.)	DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 3.0 MAXIMUM RESIDENTIAL FAR: 2.0 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.28 PROVIDED RESIDENTIAL FAR: 0.68 PROVIDED OPEN SPACE: 83% (688,701 sq. ft.)	DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 3.0 MAXIMUM RESIDENTIAL FAR: 2.0 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.02 PROVIDED RESIDENTIAL FAR: 0.24 PROVIDED OPEN SPACE: 87% (992,164 sq. ft.)	DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 3.0 MAXIMUM RESIDENTIAL FAR: 2.0 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.0 PROVIDED RESIDENTIAL FAR: 0.24 PROVIDED OPEN SPACE: 87% (992,164 sq. ft.)
BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 120 ft. BUILDING HEIGHT MAX. (SINGLE FAMILY): 35 ft. BUILDING HEIGHT MAX. (OTHER STRUCTURES): 74 ft.	BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 120 ft. BUILDING HEIGHT MAX. (SINGLE FAMILY): 32 ft. BUILDING HEIGHT MAX. (OTHER STRUCTURES): 74 ft.	BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 75 ft. BUILDING HEIGHT (SINGLE FAMILY): 35 ft. BUILDING HEIGHT (OTHER STRUCTURES): 44 ft.	BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 75 ft. BUILDING HEIGHT (SINGLE FAMILY): 35 ft. BUILDING HEIGHT (OTHER STRUCTURES): 44 ft.
VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 1,512 SPACES	VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 688 SPACES	VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 683 SPACES	VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 432 SPACES
BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 44 SPACES PROVIDED: 91 SPACES	BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 44 SPACES PROVIDED: 44 SPACES	BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 43 SPACES PROVIDED: 43 SPACES	BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 0 SPACES PROVIDED: 0 SPACES

TRANSPORTATION SPECIFICATIONS

ROADWAY / PEDESTRIAN SECTIONS
MAIN CENTRAL DRIVE: 26' PAVEMENT WIDTH
COMMERCIAL CONNECTOR DRIVE: 24' PAVEMENT WIDTH
RESIDENTIAL CONNECTOR DRIVE: 22' PAVEMENT WIDTH
ACCESS ALLEYWAY: 20' PAVEMENT WIDTH

SIDEWALKS
LEE STREET FRONTAGE: 7' (EXISTING)
CAMPBELLTON FRONTAGE: 8' W/ 5' LANDSCAPE STRIP
STANDARD WIDTH: 6' W/ 6' LANDSCAPE STRIP
MINIMUM WIDTH: 5'

DRIVEWAY SUMMARY
DRIVEWAY #1 (SITE DRIVE "W"): FULL ACCESS (CAMPBELLTON & SARAH HARDEN DRIVE)
DRIVEWAY #2 (SITE DRIVE "WC"): RIGHT-IN RIGHT-OUT (CAMPBELLTON & ALMA STREET)
DRIVEWAY #3 (SITE DRIVE "NC"): RIGHT-IN RIGHT-OUT
DRIVEWAY #4 (SITE DRIVE "EC"): FULL ACCESS AT EXISTING SIGNAL (CAMPBELLTON & KENILWORTH DRIVE)
DRIVEWAY #5: FULL ACCESS AT LEE STREET
DRIVEWAY #6 (SITE DRIVE "N"): FULL ACCESS AT RELOCATED SIGNAL (LEE STREET & THORNE AVENUE)
DRIVEWAY #7 (SITE DRIVE "S"): FULL ACCESS SIGNALIZED INTERSECTION AT SHARED DRIVE WITH ADJACENT PROPERTY OWNER

NOTE
REFERENCE THE "TD JAKES AT FORT MCPHERSON DEVELOPMENTS OF REGIONAL IMPACT METHODOLOGY MEETING PACKET" DEVELOPED BY NVS ENGINEERS AND CONSULTANTS, INC. DATED 3/1/2023 FOR ADDITIONAL DETAILS

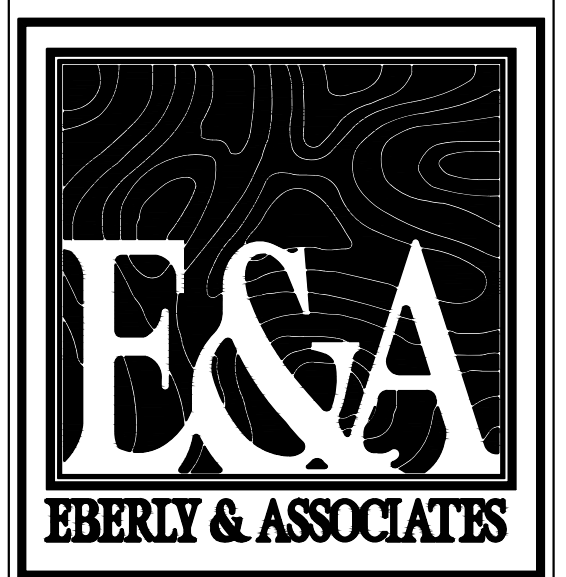
LEGEND

- GDOT / AOT PAVING
- MULTI-PURPOSE / SIDEWALK
- LIGHT DUTY ASPHALT
- HEAVY DUTY ASPHALT
- PROPOSED DRIVEWAY CONNECTION
- EXISTING ROADWAY AT PROPOSED CONNECTION

GRAPHIC SCALE
-200 0 100 200 400 800
(IN FEET)
1 INCH = 200 FT.

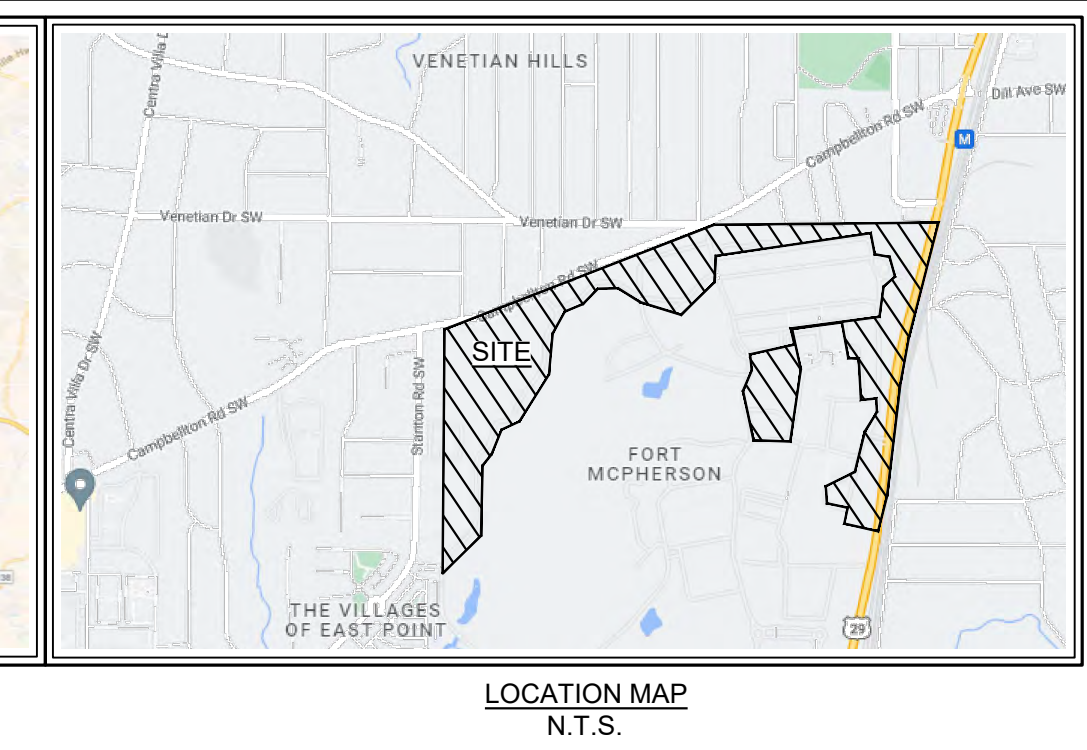
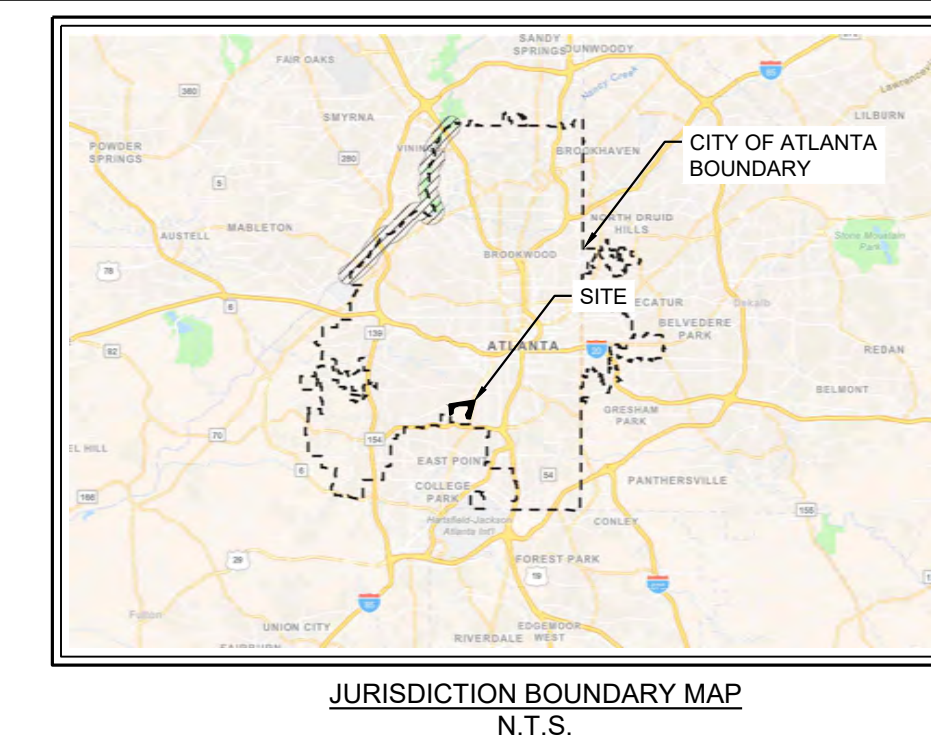
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ATLANTA, GEORGIA 30341
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LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE



OWNER/DEVELOPER
FORT MAC VILLAGE ONE, LLC
3703 PATIENCE BLVD. E
DALLAS, TEXAS 75236
(310) 483-3377
ROXANNE GARDNER
ROXANNEGARDNER@TJAKES.COM

ENGINEER / SITE PLANNER
EBERLY & ASSOCIATES, INC.
CONTACT: ANTONIO SAMPLE
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SUITE 119
ATLANTA, GEORGIA 30341
(678) 287-4745
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TRAFFIC ENGINEER
NVS ENGINEERS AND CONSULTANTS, INC.
NAVEED JAFFAR, P.E.
10745 WESTSIDE WAY
SUITE 300
ALPHARETTA, GA 30009
(678) 795-3649

PROJECT:
T.D. JAKES
FORT MAC VILLAGE ONE
LAND LOT 121, 136, 153
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FULTON COUNTY, GEORGIA
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REVISIONS:

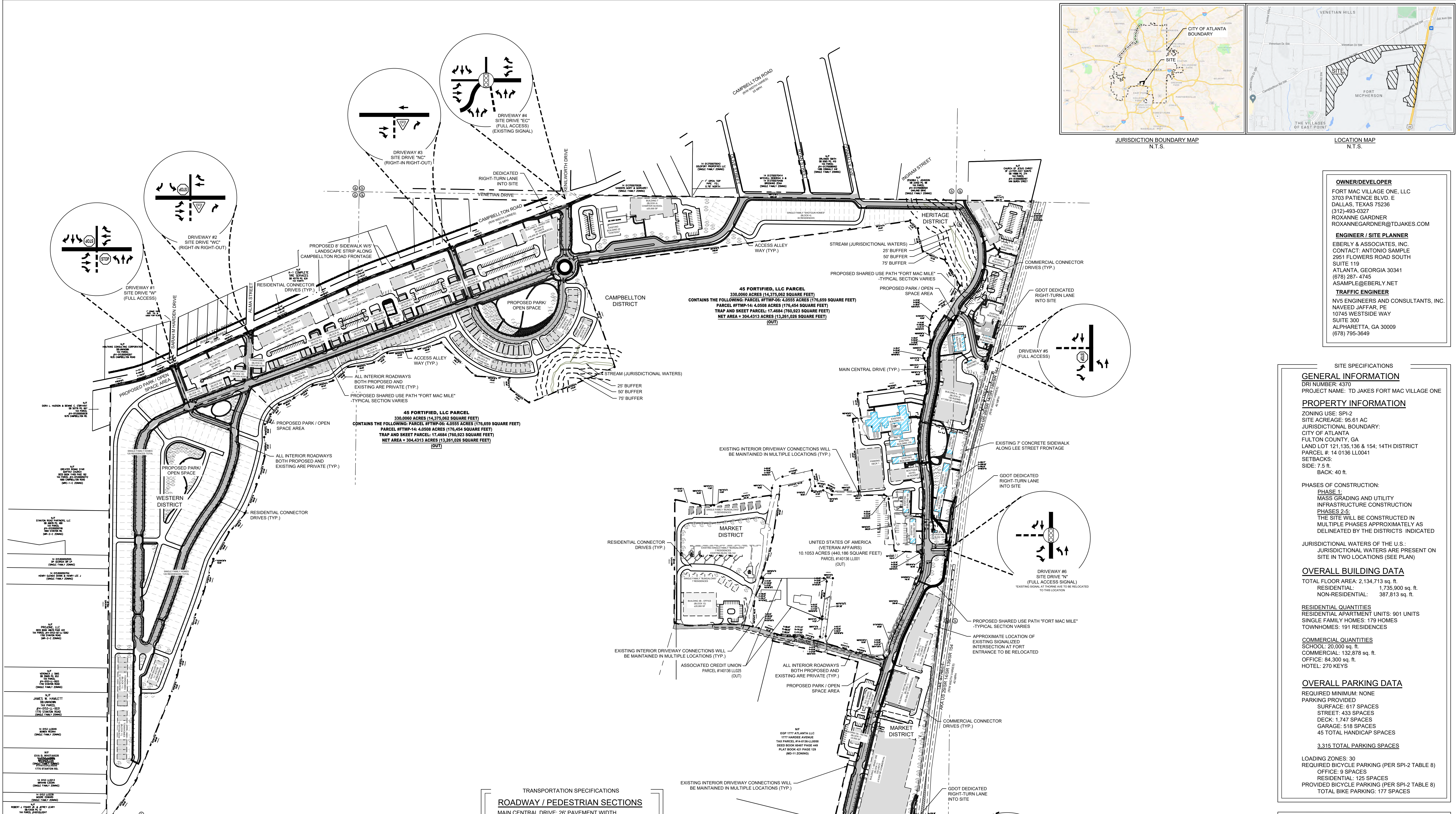
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DATE:	08/01/2022
DRAWN BY:	EY
PROJECT MANAGER:	AS
QA/QC CHECK:	

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DRI
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MARKET DISTRICT (SA 1)	HERITAGE DISTRICT (SA 2)	CAMPBELLTON DISTRICT (SA 3)	WESTERN DISTRICT (SA 4)
DISTRICT AREA TOTAL AREA: 25.83 ACRES (1,116,324 sq. ft.)	DISTRICT AREA TOTAL AREA: 19.13 ACRES (833,154 sq. ft.)	DISTRICT AREA TOTAL AREA: 26.02 ACRES (1,133,213 sq. ft.)	DISTRICT AREA TOTAL AREA: 24.46 ACRES (1,065,296 sq. ft.)
SETBACKS SIDE: 0 ft. BACK: 0 ft. FACADE SETBACK: 70 ft.	SETBACKS SIDE: 0 ft. BACK: 0 ft. FACADE SETBACK: 70 ft.	SETBACKS SIDE: 7 ft. BACK: 10 ft. FACADE SETBACK: 70 ft.	SETBACKS SIDE: 7 ft. BACK: 10 ft. FACADE SETBACK: 70 ft.
DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 4.0 MAXIMUM RESIDENTIAL FAR: 3.2 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.21 PROVIDED RESIDENTIAL FAR: 0.57 (827,174 sq. ft.) PROVIDED OPEN SPACE: 74 % (827,174 sq. ft.)	DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 3.0 MAXIMUM RESIDENTIAL FAR: 2.0 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.28 PROVIDED RESIDENTIAL FAR: 0.68 (888,701 sq. ft.) PROVIDED OPEN SPACE: 83% (888,701 sq. ft.)	DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 3.0 MAXIMUM RESIDENTIAL FAR: 2.0 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.02 PROVIDED RESIDENTIAL FAR: 0.24 (923,164 sq. ft.) PROVIDED OPEN SPACE: 87% (923,164 sq. ft.)	DENSITY/OPEN SPACE MAXIMUM NON-RESIDENTIAL FAR: 3.0 MAXIMUM RESIDENTIAL FAR: 2.0 REQUIRED OPEN SPACE: 15% PROVIDED NON-RESIDENTIAL FAR: 0.00 PROVIDED RESIDENTIAL FAR: 0.24 (923,164 sq. ft.) PROVIDED OPEN SPACE: 87% (923,164 sq. ft.)
BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 120 ft. BUILDING HEIGHT MAX. (SINGLE FAMILY): 35 ft. BUILDING HEIGHT MAX. (OTHER STRUCTURES): 74 ft.	BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 120 ft. BUILDING HEIGHT MAX. (SINGLE FAMILY): 32 ft. BUILDING HEIGHT MAX. (OTHER STRUCTURES): 74 ft.	BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 75 ft. BUILDING HEIGHT (SINGLE FAMILY): 35 ft. BUILDING HEIGHT (OTHER STRUCTURES): 44 ft.	BUILDING HEIGHT MAX BUILDING HEIGHT (SINGLE FAMILY): 35 ft. MAX BUILDING HEIGHT (OTHER STRUCTURES): 75 ft. BUILDING HEIGHT (SINGLE FAMILY): 35 ft. BUILDING HEIGHT (OTHER STRUCTURES): N/A
VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 1,512 SPACES	VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 688 SPACES	VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 683 SPACES	VEHICULAR PARKING MINIMUM PARKING: NONE TOTAL PROVIDED PARKING: 432 SPACES
BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 91 SPACES PROVIDED: 91 SPACES	BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 44 SPACES PROVIDED: 44 SPACES	BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 9 SPACES PROVIDED: 43 SPACES	BICYCLE PARKING (PER SPI-2 TABLE 8) REQUIRED: 0 SPACES PROVIDED: 0 SPACES

TRANSPORTATION SPECIFICATIONS
ROADWAY / PEDESTRIAN SECTIONS
MAIN CENTRAL DRIVE: 26' PAVEMENT WIDTH
COMMERCIAL CONNECTOR DRIVE: 24' PAVEMENT WIDTH
RESIDENTIAL CONNECTOR DRIVE: 22' PAVEMENT WIDTH
ACCESS ALLEYWAY: 20' PAVEMENT WIDTH

FORT MAC MILE
COMMERCIAL DISTRICT: 10' PATH W/ 5' LANDSCAPE STRIP
STREET PARKING: 10' PATH W/ 4' STREET-SCAPE ZONE
RESIDENTIAL DISTRICT: 8' PATH W/ 6' LANDSCAPE STRIP

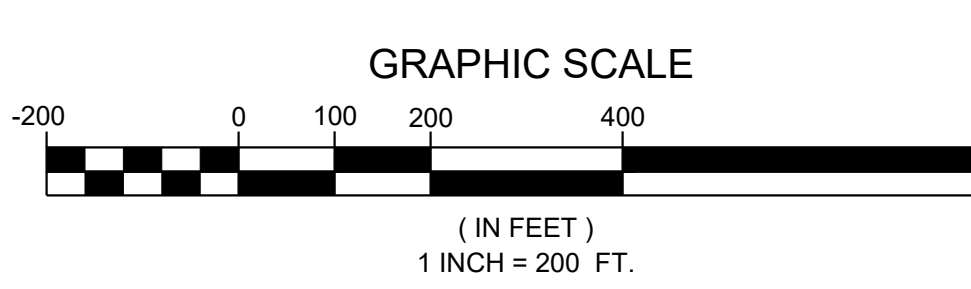
SIDEWALKS
LEE STREET FRONTAGE: 7' (EXISTING)
CAMPBELLTON FRONTAGE: 8' W/ 5' LANDSCAPE STRIP
STANDARD WIDTH: 6' W/ 6' LANDSCAPE STRIP
MINIMUM WIDTH: 5'

DRIVEWAY SUMMARY
DRIVEWAY #1 (SITE DRIVE "W"): FULL ACCESS (CAMPBELLTON & SARAH HARDEN DRIVE)
DRIVEWAY #2 (SITE DRIVE "WC"): RIGHT-IN RIGHT-OUT (CAMPBELLTON & ALMA STREET)
DRIVEWAY #3 (SITE DRIVE "NC"): RIGHT-IN RIGHT-OUT
DRIVEWAY #4 (SITE DRIVE "EC"): FULL ACCESS AT EXISTING SIGNAL (CAMPBELLTON & KENILWORTH DRIVE)
DRIVEWAY #5: FULL ACCESS AT LEE STREET
DRIVEWAY #6 (SITE DRIVE "N"): FULL ACCESS AT RELOCATED SIGNAL (LEE STREET & THORNE AVENUE)
DRIVEWAY #7 (SITE DRIVE "S"): FULL ACCESS SIGNALIZED INTERSECTION AT SHARED DRIVE WITH ADJACENT PROPERTY OWNER

NOTE
REFERENCE THE "TD JAKES AT FORT MCPHERSON DEVELOPMENTS OF REGIONAL IMPACT METHODOLOGY MEETING PACKET" DEVELOPED BY NVS ENGINEERS AND CONSULTANTS, INC. DATED 3/1/2023 FOR ADDITIONAL DETAILS

LEGEND

	GDOT / ADOT PAVING
	MULTI-PURPOSE / SIDEWALK
	LIGHT DUTY ASPHALT
	HEAVY DUTY ASPHALT
	PROPOSED DRIVEWAY CONNECTION
	EXISTING ROADWAY AT PROPOSED CONNECTION



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TD JAKES – FORT MAC DRI
City of Atlanta
Natural Resources Review Comments
September 23, 2025

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Department 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 property is located in the Utoy Creek Watershed which is part of the Chattahoochee River Watershed. Utoy Creek's confluence with the Chattahoochee River is 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 proposed public water supply intake on the Chattahoochee.

Stream Buffers

The USGS coverage for the project area shows an intermittent blue-line stream running from a lake on the Fort Mac property to the southwest, but it does not run through the portions of the property included in this project proposal. The project site plan shows a portion of an unmapped stream across a small portion of the project area in the north central portion of the project near Campbellton Road. A 50-foot undisturbed buffer and additional 25-foot impervious setback are shown on both sides of the Creek but should be shown as a 75-foot buffer, as the City buffer requirement has no separate impervious setback. The State 25-foot Sediment and Erosion Control buffer is also shown along the stream. Any other unmapped streams identified on the project property may be subject to the City of Atlanta's stream buffer ordinance. 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 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.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

Development of Regional Impact

Assessment of Consistency with the ARC Metropolitan Transportation Plan

Prepared by: Shelby Piccolo, ARC Transportation Access and Mobility Division October 6, 2025

DRI INFORMATION

2025 TD Jakes Fort Mac Village One DRI 4370 – Atlanta, Fulton County, GA

METROPOLITAN TRANSPORTATION PLAN PROJECTS

Did the transportation analysis incorporate all current MTP projects contained in the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

Yes, the analysis incorporated all current MTP projects.

REGIONAL NETWORKS

1. Will the project be directly served by any roadways identified as Regional Thoroughfares? 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

US 29 is a Regional Thoroughfare and proposed driveways #5, #6, and #7 are access points. The addition of proposed turn lanes, deceleration lanes, and signals will allow for capacity and safety needs to be met.

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

US 29 is a Regional Truck Route and proposed driveways #5, #6, and #7 are access points. The addition of proposed turn lanes, deceleration lanes, and signals will allow for capacity and safety needs to be met.

3. If the development site is within one mile of an existing or planned rail service, provide information on accessibility conditions and transit supportive uses.

NOT APPLICABLE

RAIL SERVICE WITHIN ONE MILE

MARTA Oakland City Station and Lakewood – Fort MacPherson Station

Distance*	.25 miles
Walking Access*	Both stops are connected to the site via sidewalk, but sidewalk conditions could be improved. The one-sided sidewalk is currently unbuffered from vehicular traffic, and some crossing conditions could be improved.
Bicycling Access*	Biking conditions need improvement. Streets are shared, but there is little signage for bikes. Ideal conditions are separated bike lanes.
Vehicular Transit Connectivity	Rail stops are easily accessed via vehicular transit. An additional bus stop between the MARTA rail stations should be explored.

Rail TOD Comments - The proposed development uses and densities strongly support transit ridership. Transit supportiveness could be increased with some improvements to walking and biking conditions around site.

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

NOT APPLICABLE

YES

MARTA Route 42, Route 183, Route 178, Route 191, Route 194, Route 162, Route 295, Route 172, Route 93, Route 81

Distance*	.1-1 miles
Walking Access to stops*	Stops are largely walkable, but walking conditions could be improved.
Bicycling Access to stops *	Stops are not bikeable. Bikes can share road with vehicles, but there is no signage or protections.

BRT TOD Comments - The proposed development uses and densities strongly support transit ridership. Transit supportiveness could be increased with some improvements to walking and biking conditions around site along with transit improvements like BRT to fill last mile connection gaps.

5. If the development site is within one mile of an existing or planned multi-use path or trail, provide information on accessibility conditions.

NOT APPLICABLE

YES

Lee Street Trail AT-299

Distance	.25 miles
Walking Access*	Trail is walkable from site and is located on east side of Lee Street.

Fort Mac Mile

Distance	.25 miles
Walking Access*	Trail is walkable from site.

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

- 1. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections, or bike/pedestrian connections, with adjacent parcels?**

Yes, drive aisle and other connections have been made with adjacent parcels where feasible.

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

Yes, pedestrians and cyclists are able to move between the site safely and conveniently. Bike conditions could be improved via shared use paths or separated bike lanes.

- 3. 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?**

Yes.

- 4. Does the site plan include provisions for electric vehicle charging?**

No.

RECOMMENDATIONS

- 1. Do the transportation network recommendations outlined in the transportation study adequately mitigate the project’s vehicular impact?**

The proposal is highly consistent with ARC’s MTP. The project is located within a MARTA rail station walkshed and its mix of residential, office, educational, and retail uses will support transit ridership. Ample sidewalks connect to the rail stations and connect to proposed trails and multiuse paths. The minimum amount of parking locally allowed is provided as are bicycle parking spaces. Consider improving bicycle conditions within and around site by adding bicycle markings or separation from vehicular travel. Consider adding EV charging. Pedestrian conditions can be further improved with internal wayfinding, crossing improvements, and shade through trees and plantings.

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

N/A