

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

**DATE**: May 28 2008 **ARC** Review Code: R804301

TO: Mayor Allan Hallman

ATTN TO: Chris Montesinos, Planning and Zoning Manager

**FROM:** Charles Krautler, Director (

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

**Submitting Local Government**: City of Hapeville

Name of Proposal: Hapeville Ford Plant Redevelopment

Review Type: Development of Regional Impact Date Opened: Apr 30 2008 Date Closed: May 28 2008

<u>FINDING</u>: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The proposed development is consistent with many of the Regional Development Plan Policies and the Atlanta Region Unified Growth Policy Map (UGPM). The UGPM indicates that the proposed development is located within a mega corridor. Mega corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located within a Town Center, which are defined as low intensity centers that serve a local area. Town centers have a mixture of residential and commercial land uses.

The proposed development is located within the Hapeville Town Center LCI Study and should meet or exceed the goals of the study. At the time when the study was completed, the Ford Plant was still operating and for the foreseeable future was believed to remain in operation and is shown in the plan as industrial use. However, with the proposed development, the developer should work with the City of Hapeville to expand upon the goals and recommendations set forth in the study to the site. The recommendations set forth in the study strived to strengthen the transportation and land use relationship by improving traffic operations with intersection improvements, providing multiple routes, and support for non-vehicular modes as well as establishing a series of pedestrian oriented mixed use nodes.

Comments received from Hartsfield Jackson Atlanta International Airport states that there are three sets of conditions associated with the Airport that will affect the potential development on the site: noise exposure areas, height and hazard considerations, and runway protection zone criteria.

An analysis of the roadways in the vicinity was completed for the opening of the Maynard H. Jackson International Terminal, which is currently under construction. The analysis was based on no additional traffic from the Ford plant and was based on the year 2014. The No-Build LOS was estimated to be a "D". The recommendations from the report, attached at the end of this report, indicate that without additional improvements, the intersection of Aviation Blvd/Loop Road will degrade from LOS D to LOS E by 2016 assuming a five percent annual growth in traffic.

The interchange of I-75/Aviation Blvd is planned for reconstruction with a new I-75 southbound exit ramp to Aviation Blvd. This ramp would tie into Loop Road where the developer wants to install a traffic signal. If this ramp were constructed, the access on the east side of the Loop Road would have to be closed. Comments received from the Airport strongly encourage the developer to concentrate their access to Ford Avenue and Central Avenue because of the limited capacity of Loop Road at Aviation Blvd.

With the numerous transit proposals in or near the proposed redevelopment ARC recommends that ARC, GRTA, MARTA, TPB, GDOT, Hartsfield-Jackson International Airport, the developer and the City of Hapeville coordinate as to how transit could be incorporated into the proposed development whether it ultimately takes the form of heavy rail, commuter rail or a combination as referenced in the attached comments from MARTA.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FEDERAL AVIATION ADMINISTRATION
CITY OF COLLEGE PARK
FULTON COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF HAPEVILLE
CITY OF ATLANTA
CITY OF EAST POINT

ARC Environmental Planning
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA ENV. FACILITIES AUTHORITY
HARTSFIELD JACKSON INTERNATIONAL AIRPORT
CLAYTON COUNTY
CITY OF FOREST PARK

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

The ARC review website is located at: <a href="http://www.atlantaregional.com/landuse">http://www.atlantaregional.com/landuse</a> .

Preliminary Report:	April 28, 2008	DEVELOPMENT OF REGIONAL IMPACT  REVIEW REPORT	Project:	Hapeville Ford Plant Redevelopment #1778
Final Report Due:	May 28, 2008		Comments Due By:	May 12, 2008

# PRELIMINARY REPORT SUMMARY

# **PROPOSED DEVELOPMENT:**

The proposed Hapeville Ford Plan Redevelopment is a mixed use development located on 122 acres in the City of Hapeville. The proposed development will consist of 2,081,400 square feet of office space, 1,662,000 square feet of retail space, 1,274,800 square feet of hotel and conference center space (1,440 hotel rooms, 980,000 square feet of conference space), and a 500,000 square foot data center. The development is also proposing 4,000 off-airport parking spaces. The proposed development is located east of Interstate 75 and west of Airport Loop Road, adjacent to the Atlanta Hartsfield-Jackson International Airport.



## **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2010.

#### **GENERAL**

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned urban village in the City of Hapeville, industrial in the City of Atlanta, and AIRD (airport impacted redevelopment district) in Clayton County. The DRI trigger for the proposed development is a text amendment to the existing zoning of the portion of the property within the City of Hapeville. Information submitted for the review states that the proposed development is consistent with the City of Hapeville's Future Land Use Plan, which designates the area as mixed use.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?



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Yes, the proposed development would increase the need for services in the area for existing and future residents.

# What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a mile radius of the proposed project.

Year	Name
2007	Aviation Park
2006	Olde Town Hapeville
2006	Southside Industrial Park
1999	Hartsfield Master Plan

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, there is an existing 2.8 millions square foot Ford automobile manufacturing plant that ceased operation in 2006.

Will the development cause a loss in jobs? If yes, how many?

No.

#### Is the proposed development consistent with regional plans and policies?

The proposed development is consistent with many of the Regional Development Plan Policies and the Atlanta Region Unified Growth Policy Map (UGPM). The UGPM indicates that the proposed development is located within a mega corridor. Mega corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located within a Town Center, which are defined as low intensity centers that serve a local area. Town centers have a mixture of residential and commercial land uses.

The proposed development is located within the Hapeville Town Center LCI Study and should meet or exceed the goals of the study. At the time when the study was completed, the Ford Plant was still operating and for the foreseeable future was believed to remain in operation as is shown in the plan as industrial use. However, with the proposed development, the developer should with the City of Hapeville to expand upon the goals and recommendations set forth in the study to the site. The recommendations set forth in the study strived to strengthen the transportation and land use relationship by improving traffic operations with intersection improvements, providing multiple routes, and support for non-vehicular modes as well as establishing a series of pedestrian oriented mixed use nodes.



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All comments received during the review will be attached to the final report and finding.



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#### PRELIMINARY REPORT

#### **Regional Development Plan Policies**

- 1. Provide sustainable economic growth in all areas of the region.
- 2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
- 3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
- 4. At strategic regional locations, plan and retail industrial and freight land uses.
- 5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
- 6. Promote the reclamation of Brownfield development sites.
- 7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
- 8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
- 9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
- 10. Promote sustainable and energy efficient development.
- 11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
- 12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
- 13. Provide strategies to preserve and enhance historic resources
- 14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
- 15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
- 16. Inform and involve the public in planning at regional, local, and neighborhood levels.
- 17. Coordinate local policies and regulations to support Regional Policies
- 18. Encourage the development of state and regional growth management policy.

#### **BEST LAND USE PRACTICES**

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.



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Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

#### **BEST TRANSPORTATION PRACTICES**

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half mile apart, or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking. Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

#### BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.



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Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape<sup>TM</sup> landscaping. Xeriscaping<sup>TM</sup> is water conserving landscape methods and materials.

#### **BEST HOUSING PRACTICES**

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle".

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

#### **LOCATION**

# Where is the proposed project located within the host-local government's boundaries?

The proposed development is located primarily in the City of Hapeville; however portions of the property are located in the City of Atlanta and Clayton County. The proposed development is bounded by Interstate 75 on the east, South Central Avenue/Henry Ford II Avenue on the north, and Airport Loop Road on the south and west sides.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is located in the City of Hapeville, City of Atlanta, and Clayton County. The City of College Park, City of East Point, and the City of Hapeville are all within three miles of the proposed development.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

To be determined during the review.

#### **ECONOMY OF THE REGION**

According to information on the review form or comments received from potentially affected governments:



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# What new taxes will be generated by the proposed project?

Estimated value of the development is \$1,000,000,000 with an expected \$17,184,000 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

To be determined during the review.

## **NATURAL RESOURCES**

#### **Watershed Protection and Stream Buffers**

Based on regional topographic coverage, the project property is located in the Flint River water supply watershed, which is a large water supply watershed (more than 100 square miles) as defined in the Part 5 Environmental Minimum Planning Criteria. The only criteria that apply in a large water supply watershed without a water supply reservoir are requirements for hazardous waste handling, storage and disposal.

The USGS coverage for the project area shows no perennial streams located on or near the project site. Any unmapped streams on the property may be subject to the City of Hapeville's stream buffer requirements. Any waters of the state on the property will subject to the State 25-foot erosion and sedimentation buffer.

#### **Stormwater / Water Quality**

The project is located in a dense urban area and stormwater may be handled by the City stormwater system. If on-site stormwater detention is provided, the project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. The project is being built over existing impervious surfaces, which will affect the change in the new loading amounts. Given the coverage of



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the proposed project, commercial was chosen as the use for the entire property. The following table summarizes the results of the analysis:

# **Estimated Pounds of Pollutants Per Year:**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	121.79	208.26	2119.15	13153.32	119719.57	149.80	26.79
TOTAL	121.79	208.26	2119.15	13153.32	119719.57	149.80	26.79

Total % impervious

85%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (<a href="www.georgiastormwater.com">www.georgiastormwater.com</a>) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

# **HISTORIC RESOURCES**

Will the proposed project be located near a national register site? If yes, identify site.

To be determined during the review.

In what ways could the proposed project create impacts that would damage the resource?

To be determined during the review.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

To be determined during the review.

## **INFRASTRUCTURE**

**Transportation** 

To be determined during the review.

# The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based		
on ARC strategies)	Credits	Total
Where Retail/Office is dominant, FAR .68	4%	4%
Where Office is dominant, 10% Residential or		
10% Retail	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA,	3%	3%



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Other)		
TMA that includes shuttle service	5%	5%
Bike/ped networks that meet Mixed Use or		
Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality		
Credits (15 % reduction required)		21%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

To be determined during the review.

# **INFRASTRUCTURE**

# Wastewater and Sewage

Wastewater is estimated at 1.007 MGD based on information submitted for the review.

# Which facility will treat wastewater from the project?

South River will provide wastewater treatment for the proposed development.

# What is the current permitted capacity and average annual flow to this facility?

The capacity of South River Site is listed below:

PERMITTED CAPACITY MMF, MGD 1	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
48	54	37	45	3	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the US EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2007 and 2014, respectively.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

<sup>&</sup>lt;sup>1</sup> Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.



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# What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

## **INFRASTRUCTURE**

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 1.21 MGD based on information submitted for the review.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

#### **INFRASTRUCTURE**

**Solid Waste** 

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 82,767 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

Will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste.

None stated.

# **INFRASTRUCTURE**

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- · Levels of governmental services?
- Administrative facilities?
- · Schools?



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- · Libraries or cultural facilities?
- Fire, police, or EMS?
- · Other government facilities?
- Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?

To be determined during the review.

# **HOUSING**

Will the proposed project create a demand for additional housing?

No.

Will the proposed project provide housing opportunities close to existing employment centers?

No.

# Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 108. This tract had a 4.8 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 74 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a lack of multi-family housing options around the development area.

# Is it likely or unlikely that potential employees of the proposed project will be able to find affordable\* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.



# **Haley Fleming**

From: Rose DeJesus [Rose.DeJesus@co.clayton.ga.us]

**Sent:** Wednesday, May 14, 2008 12:32 PM

To: Haley Fleming

Cc: Jared Lombard; Damita Williams

Subject: DRI Review Notification-Hapeville Ford Redevelopment #1778

Based on the information provided in your e-mail dated April 30, 2008, I have the following comments regarding the Hapeville Ford Plant Redevelopment:

Project Phasing: The project is being proposed in one phase with a project build out date for 2010.

The proposed development will consist of:

- \* 2.1 million square feet of office space;:
- \* 1.7 million square feet of retail space;:
- \* 1.3 million square feet of hotel and conference center space:
  - \* 1,440 hotel rooms;
  - \* 980,000 square feet of conference space; and
- \* 500,000 square foot data center; and
- \* 4,000 off-airport parking spaces.

A project build out date of 2010 in one phase is not feasible. A more accurate description of the phasing and timing of this project would help to determine the impact on the surrounding areas.

What other major development projects are planned near the proposed project?

Clayton County's Mountain View Redevelopment Plan was amended in 2007 to incorporate road improvement plans in the area and future parking needs for the Maynard H. Jackson Jr. International Terminal, which is presently under construction. The Plan designates a corridor for office, hotel, and retail development opportunities. A Southern Crescent Transportation Center is also included in the Plan.

In conclusion, we do recommend to make a move forward with the Hapeville Ford Redevelopment since it will have a profound impact in the Souther Crescent Region. Should you have any questions, please contact my Assistant, Damita Williams at 770-472-8122, or Ms. Rose DeJesus at 770-477-3203.

Yours for Clayton County, Eldrin Bell Chairman Clayton County Board of Commissioners

CB:rd

Rose De Jesus Office Manager Commissioners' Office 112 Smith Street Jonesboro, GA 30236 770-472-3203 Office 678-479-5033 FAX E-Mail: <a href="mailto:rose.dejesus@co.clayton.ga.us">rose.dejesus@co.clayton.ga.us</a>

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CB:rd

Rose De Jesus Office Manager Commissioners' Office 112 Smith Street Jonesboro, GA 30236 770-472-3203 Office 678-479-5033 FAX Federal Aviation Administration Atlanta Airports District Office 1701 Columbia Avenue Campus Building, Suite 2-260 College Park, Georgia 30337

May 13, 2008

Ms. Haley Fleming Atlanta Regional Commission 40 Courtland Street NE Atlanta, GA 30303

Dear Ms. Fleming:

Thank you for sharing with us the most recent development proposal by Jacoby for the Hapeville Ford Assembly Plant located adjacent to the approach end of Runway 26R at the Hartsfield-Jackson Atlanta International Airport (HJAIA). As a result, we wanted to provide our concerns regarding this development and its potential impact not only to the Worlds' Busiest Airport, but to one of the most important components of the entire National Airspace System.

Compatible land uses are defined in FAA Advisory Circular 150/5300-13, *Airport Design*, based on airport safety standards and design criteria. These safety standards and design criteria also extend to off-airport land uses. Federal Aviation Regulation (FAR) Part 150, however, defines compatible land uses from an aircraft noise perspective. Although similar, the basis for each is quite different.

FAA airport design standards and safety criteria provide for the protection of not only aircraft and passengers, but for people and property on the ground proximate to the airport. These criteria have been developed to maximize safety. Currently, the Ford Plant lies underneath critical aircraft approach surfaces as well as within the Runway Protection Zone (RPZ) for Runway 26R. It is the FAA's preference for the Airport Owner to have control of RPZ land and airspace either in fee simple or through an avigation easement. However, with growing encroachment adjacent to airport facilities, control is often times unachievable. We encourage airports to strive for a clear RPZ. If this is not possible, we suggest that at a minimum, land use within the RPZ be limited to compatible uses that do not pose a threat to safety or a hazard to air navigation.

Airport Design specifically states, "Land uses prohibited from the RPZ are residences and places of public assembly (i.e. churches, schools, hospitals, office buildings, shopping centers and other uses with similar concentration of persons that typify places of public assembly.)" When opportunity arises, it is FAA's goal to, at a minimum, make improvements to current non-compatible conditions where full compliance is not reasonable or possible. Change 11 to Advisory Circular 150/5300-13, Airport Design, clarifies FAA policy regarding allowance of automobile parking in RPZ by stating that automobile parking facilities, when located in the RPZ, should be located outside of the central portion of the RPZ to maintain safety enhancement to property and people on the ground. Clearly, this plan proposes extensive auto parking in the center portion of the RPZ conflicting with current FAA policy.

Further, FAR Part 77 imaginary surfaces are used by the FAA to evaluate the height of a proposed structure to ensure the protection of critical airspace surfaces both on- and off-airport property. Part 77 often acts as the foundation by which local communities surrounding airports restrict height of land uses and associated structures. Federal law requires that FAA conduct airspace analyses, via FAA Form 7460 procedures, for all proposed development that meets Part 77 reporting criteria to ensure that these surfaces are protected. We encourage you to become familiar with this process as you move ahead in your plans as FAA requires at least 30 days for review.

Federal Aviation Regulation (FAR) Part 150, Part B, Section 150.101 identifies compatible types of land use within significant noise contours. A 65 DNL noise level is identified as the threshold level of aviation noise considered to be "significant." The Ford Plant currently lies within the 65-75 DNL noise contours for the Airport. Of specific concern is the hotel currently proposed in the >65 DNL noise contour. Therefore, FAA does not support development that is not in compliance with FAR Part 150 recommendations.

More specific to the Jacoby plan, FAA does NOT support the following:

- Residential development within >65 dbl noise contours
- Incompatible land uses (per FAR Part 150)
- Development within FAA safety/ design criteria surfaces
- Auto parking in extended OFA portion of the RPZ
- Part 77 surfaces penetrations
- Bird/ wildlife attractants (i.e. aesthetic landscaping, ponds/ wetlands, detention facilities, etc.) that may cause a hazard to air navigation
- Land fills within 10,000 feet of an airport or 5 miles on airport approaches
- Lights, materials (shiny, light reflective, etc.) that may obstruct/ obscure a pilot's view
- Through-the-fence (TTF) operations by property owners adjacent to the airport

In regards to the retention facility and its proximity to the runway thresholds, standing and/ or open water is often found to be a wildlife attractant. Naturally there is a concern for individual bird strikes as well as strikes to aircraft involving groups of migrating birds. Please refer to FAA Advisory Circular 150/ 5200-33B, *Hazardous Wildlife Attractants on or Near Airports* for guidance regarding retention/ detention facilities. Also of concern, would be refuse containment, plant-types, landscaping materials or aesthetic bodies of water that attract wildlife. We strongly encourage the incorporation of appropriate environmental mitigation measures as associated with the proposed new development.

Lighting of any and all structures on the approach path to runways can be distracting to aircraft operators when not properly shielded. We ask that attention be given to design and placement of the noted Lighted Intersection to Airport Parking as well as to all lighting that falls beneath the Approach Surface. Lighting in the auto parking area is expected to be comingled with airport runway approach light bars and should be carefully designed with FAA participation.

Some construction development materials can be a distraction to aircraft pilots due to materials characteristics such as reflectivity where a pilot's vision or judgment may be impacted. Also, material types and unrestricted public activity can be a concern due to the close-in location of the development site to the runway navigational aid facilities where

undisturbed frequency interruptions are critical. We request reference to FAA Order 7400.2F, *Procedures for Handling Airspace Matters* as you consider development design.

Finally, in recent meetings among FAA divisions and HJAIA staff, there has been great concern regarding the continued integrity of the existing Medium Intensity Approach Light System (MALSR) for Runway 26R at HJAIA and the future of the planned upgrade to the light system to an Approach Light System with Flashers (ALSF-2) in relation to the new development and construction thereof. We feel it is imperative to continue close coordination of this matter among FAA and HJAIA staff as well as Jacoby to address planning, design, funding and long term protection of these facilities.

We understand that the proposed redevelopment of the privately-owned Ford Plant is not governed by FAA grant assurances as is the adjacent Airport property, however, protection and preservation of the current and future Airport facilities and associated airspace is critical to the National Aviation System and is our primary concern where compatible land uses are concerned. We thank you for the opportunity to provide feedback to the Atlanta Regional Commission regarding this very important matter.

Respectfully,

Original Signed by Scott Seritt, Manager Atlanta Airports District Office



May 20, 2008

M. Haley Fleming, AICP Principal Planner Atlanta Regional Commission 40 Courtland Street, NE Atlanta, GA 30303

RE: Review of Development of Regional Impact (DRI) #1778 Hapeville Ford Plant Redevelopment – City of Hapeville

Dear Ms. Fleming,

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1778 - Hapeville Ford Plant Redevelopment - located in the City of Hapeville and offers the following comments:

The proposed Hapeville Ford Plant Redevelopment challenges MARTA and the region to revisit the Hapeville Line that branches off of the South Line below the East Point Rail Station. The 1972 referendum to establish MARTA included a Hapeville Line. This project presents an excellent potential for Transit Oriented Development (TOD), consequently we strongly recommend a requirement for the proposal redevelopment plan to include a transit station, rail line and associated assessable pedestrian amenities as a condition of approval. This commitment by the developer would incorporate the transit component within the fabric of the development and seamlessly link it to the regional transit system - - a benefit to the development for those who will access the facility and the broader public. MARTA is prepared to work with the developer to examine the feasibility of a rail alignment that better serves this project. The 1972 referendum alignment was designed not to impact the Ford Plant property.

With the population growth experienced in the south I-75 corridor in recent years. MARTA has revisited the feasibility of implementing this line to serve the City of Hapeville, the east end of Hartsfield-Jackson International Airport, and the Georgia Farmers' Market along I-75. Similarly, the Atlanta to Macon Commuter Rail Line, with initial south terminus at Lovejoy, is proposed to use the Norfolk Southern rail tracks that run parallel to South Central Avenue in Hapeville. These ideas are further reinforced by the regional transit system plan (Concept 3) that the Transit Planning Board (TPB) has completed and is currently seeking public comment on.

Additionally, the Old Towne Hapeville development is located to the west and adjacent to the Ford Plant site. These two developments within the Hapeville Town Center LCI Study will provide immediate stimulus for economic revitalization of the surrounding

area, with accompanying need for transportation services. As illustrated in the traffic study for this project, the surrounding roadways will require significant upgrades to continue operating at an acceptable Level of Service (LOS) in the near future. Even with the proposed reconstruction of the I-75/Aviation Boulevard interchange, concerns have been raised by the airport management about potential negative traffic impacts on Loop Road that could create delays for airport users.

From the foregoing, the Ford Plant Redevelopment presents an opportunity to conceptualize a long-term transportation plan for the Hapeville area that centers on public transit. Therefore, MARTA is strongly proposing that the concept for this development make provisions for a rail transit stop. Access to rail or bus transportation is imperative and necessary. This will not only help in reducing the forecast traffic congestion on the surrounding roads, but also tie into the larger regional rail transit development. MARTA staff will be available to work with the development team on how this can be achieved.

Please contact me at (404)848-5100 or rmcclendon@itsmarta.com if you have any questions.

Sincerely,

R√land N. McClendon

**Assistant General Manager** 

Transit System Development and External Affairs

Cc: Michael Kray, Senior Planner Atlanta Regional Commission

Beverly A. Scott, Ph.D. General Manager/CEO, MARTA

Ryland n. Incclero

Darryl Connelly, Director Transit Oriented Development & Real Estate, MARTA

Johnny Dunning, Director Transit System Planning, MARTA

Henry Ikwut-Ukwa, Manager Transit System Planning, MARTA



Shirley Franklin Mayor

Benjamin R. DeCosta Aviation General Manager

March 26, 2008

Ms. Haley Fleming Atlanta Regional Commission 40 Courtland Street, NE Atlanta, Georgia 30303

RE:

City of Atlanta, Department of Aviation

Land Use Compatibility Review

DRI - Hapeville Ford Plant Redevelopment

Dear Ms. Fleming:

Thank you for the opportunity to review the site plan for the Development of Regional Impact (DRI) Number 1778 identified as the Hapeville Ford Plant Redevelopment, a mixed use development in the City of Hapeville. We have reviewed this project for land use compatibility and airport height and hazards as cited in the Code of Federal Regulations in addition we have completed a preliminary review of this project for impact to our roadways (Loop Road) as well as other potential roadway impacts. Our technical findings and evaluation are described below.

To summarize the more detailed information provided below, the use of land within the proposed development is affected by restrictions and limitations due to noise associated with the proximity of the Airport's runways. In addition to land use incompatibilities based on noise, there are considerations of heights and hazards because of defined clearances from aircraft approach and departure paths. Finally, FAA recommended runway protection zone criteria that restrict land use for the purpose of ensuring the safety of aircraft and persons on the ground. A final consideration is the potential adverse effect on the roadways serving the Airport's new international terminal that proposed access routes associated with the Ford plant redevelopment would have.

#### Findings:

The proposed site is located approximately 1200 feet east of the eastern (26R) end of Runway 26R/8L at Hartsfield-Jackson Atlanta International Airport. The proposed site will experience nearby aircraft operations from aircraft arriving and departing the airport along a designated Noise Abatement Departure Track (NADT). West flow conditions occur approximately 64 percent of the time when the winds are from the west. During the remaining 36 percent of the time, the airport operates under east flow conditions.

Three sets of conditions associated with the Airport affect the potential development on the site: noise exposure areas; height and hazard considerations; and runway protection zone criteria. These are explained below followed by a brief discussion of roadway impacts.



Haley Fleming Atlanta Regional Commission March 26, 2008 Page 2

#### Noise Exposure Areas

The northern portion of the proposed site is located between the 65 to 70 DNL noise contours, the central portion is within the 70 to 75 DNL noise contours, and the southern portion is in an area above the 75 DNL noise contour (see Exhibit 1). These findings are based on a Year 2012 FAA Noise Exposure Map. The mapping used provides an estimate of future conditions. The actual future conditions may vary from these estimates given the proximity of the site to the airport.

According to the Code of Federal Regulations Title 14, Part 150, specific land uses are identified as being compatible or incompatible within the various noise exposure areas. Certain uses would be allowed under these criteria if measures to achieve stated exterior-to-interior noise level reduction are incorporated in construction of buildings in these areas. The Airport, as a matter of policy, also strongly encourages such noise level reductions. Land use compatibilities are defined specifically and in detail in the attached table entitled "Pt. 150, App. A".

#### **Height and Hazard Considerations**

With respect to heights and hazards of structures, the proposed site is located under protected surfaces for the airport. As such, the maximum height of a structure that could be built in this location varies based on the distance from the runway. In the very northern section, the maximum height of a structure that could be built is generally 1,176 feet above Mean Sea Level (MSL). The maximum allowable elevations in the remainder of the site would be progressively less than 1,176 feet as the distance from the runway decreases. The Airport has been in discussion with the developer regarding specific heights of buildings that will be adhered to as development occurs.

Construction of any building on the site would require the completion of Federal Aviation Administration (FAA) Form 7460-1, Notice of Proposed Construction or Alteration. A copy of the form and instructions on how to complete the form are attached. Once completed, we ask that the developer mail the original to the FAA and provide a copy to Mr. Rob Rau, City of Atlanta, Department of Aviation, Bureau of Planning & Development, PO Box 20509, Atrium Suite 430, Atlanta, GA 30320.

#### Runway Protection Zone Criteria

Safety of aircraft operations is of paramount importance at every airport. FAA guidelines define protective surfaces around runways within which certain objects, structures, and uses of land are prohibited. The FAA guidelines recommend that airports should control these areas through direct ownership or land uses that are compatible. These surfaces are defined below and are shown graphically in Exhibit 2, attached.

- Runway Protection Zone (RPZ) a trapezoidal area centered about the extended runway centerline. Its function is to protect aircraft from damage if the aircraft were to venture beyond the runway during ground operations and also to protect people and property on the ground. This is accomplished by clearing RPZ areas (and maintaining them clear) of incompatible objects and activities. The components of the RPZ are the Runway Object Free Area and the Controlled Activity Area.
- Runway Object Free Area (OFA) the inner rectangular portion of the RPZ centered on the extended runway centerline. Objects non-essential for air navigation or aircraft ground maneuvering purposes are prohibited from the OFA.
- Controlled Activity Area (CAA) extends increasingly outward from each side of the OFA
  to form the trapezoidal shape of the RPZ. Objects and activities less restrictive than
  those defined for the OFA are permitted in this area.

Haley Fleming Atlanta Regional Commission March 26, 2008 Page 3

In addition to the restrictions for these areas, the entire Ford site and land in its vicinity are subject to height limitations so as to protect aircraft operations and persons on the ground. These restrictions and limitations should be applied in complementary fashion so as to provide maximum combined safety effects.

#### Effects on Planned Roadways

With regard to the traffic analysis associated with the Ford Redevelopment, an analysis of the roadways in the vicinity was done for the opening day of the Maynard H. Jackson Jr. International Terminal (MHJIT), which is presently under construction. The analysis was based on no additional traffic from the Ford plant and it was based on the year 2014 (the last year before the supposed reconstruction of the I-75 interchange). The No-Build LOS (Level of Service) was estimated to be "D". The attached report entitled MHJIT Opening Day Roadway Concept Evaluation (August 2007) indicated under "Recommendations" (page 4-1), that without additional improvements, the intersection of Aviation Boulevard/Loop Road would degrade from LOS D to E by 2016 assuming a five percent annual growth in traffic.

Also attached is a drawing from GDOT related to the reconstruction of the I-75/Aviation Blvd interchange. Please note that this drawing illustrates a new I-75 southbound exit ramp to Aviation Blvd. This ramp would tie into Loop Road where the developer wants to install a traffic signal. If this ramp were constructed, the access on the east side of Loop Road would have to be closed. Therefore, the Airport strongly encourages the developer to concentrate their access on Ford Ave and Central Ave because of the limited capacity of Loop Road at Aviation Blvd. Ford Avenue and Central Avenue were the main points of entry for Ford Plant employees with only a small portion of employees utilizing Loop Road. A significant increase of traffic on Loop Road and at the intersection of Loop Rd and Aviation Blvd with out significant improvements will have a dramatic impact on the roadway LOS. Significant impacts to travel time for a departing passenger must be avoided.

Further review and discussion regarding traffic studies proposed for this redevelopment will be critical for the success of the redevelopment as well as the continued growth of the Region's largest economic engine — Hartsfield-Jackson Atlanta International Airport.

Again, we thank you for the opportunity to review the site development plan, and should you have any questions regarding our review, please do not hesitate to contact me at (404) 530-5676. We look forward to continued discussions with ARC, GRTA, and the redevelopment team as this project moves forward.

Sincerely,

Shellev Lamar

Manager Land Use and Community Planning

Cc:

Jim Drinkard, City of Atlanta, Department of Aviation Matt Davis, City of Atlanta, Department of Aviation Tom Nissalke, City of Atlanta, Department of Aviation Project File

SL/bb

Encl

Department of Aviation
Bureau of Planning and Development

Planning Division Roadways

# MHJIT Opening Day Roadway Concept Evaluation

Project Definition Draft Concept Development, Evaluation and Selection Report

August, 2007



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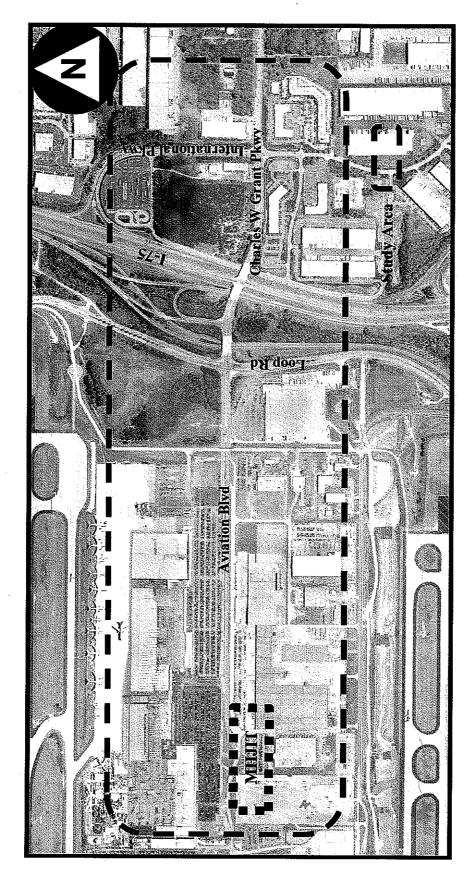
Introduction

8/20/2007

# SECTION ONE INTRODUCTION

The construction of the Maynard H. Jackson Jr. International Terminal (MHJIT) at Hartsfield-Jackson Atlanta International Airport (Airport) will increase vehicular traffic on Aviation Boulevard/Charles W. Grant Parkway and its intersecting streets in the vicinity of I-75. The Georgia Department of Transportation is planning to implement a series of freeway improvements along I-75 near the Airport. The Airport will be reconstructing Aviation Boulevard as a MHJIT enabling project. This report documents the evaluation of proposed improvements to Aviation Boulevard/Charles W. Grant Parkway between Loop Road and International Boulevard. The project study area is illustrated in **Figure 1-1**.

FIGURE 1-1 Project Study Area



HJAIA Department of Aviation

FPC

# SECTION TWO OPENING DAY TRAFFIC FORECASTS

HPC prepared revised opening day traffic forecasts resulting from updated traffic counts and international airline passenger forecasts. These forecasts include MHJIT-related traffic, background traffic for 2014, and future traffic that will be generated by proposed commercial developments in this area. The forecasts coverage areas include Aviation Boulevard/Charles W. Grant Parkway in the vicinity of the I-75 interchange and Loop Road. The future 2014 Design Hourly Volumes (DHV) were prepared for the PM peak hour when background traffic and international traffic volumes peak simultaneously, as this represents the highest anticipated demand.

The 2014 background traffic projections were estimated using a 3-percent annual growth rate applied to the previously collected traffic counts. The traffic counts were collected in 2005 for the GDOT I-75 South HOV project and were provided by GDOT for this study. Prior to applying the 3-percent annual growth rate, raw counts were smoothed so that traffic volumes leaving the various intersections were the same as the volumes approaching the adjacent intersections.

Future peak hour traffic volumes related to MHJIT have already been estimated by mode for 2005 and 2015. Based on the revised activity level estimate for 121 Million Annual Passengers (MAP), original 2015 peak hour traffic volumes were adjusted to represent the peak hour traffic volumes for 2014.

The traffic forecasts also included the future traffic volumes that would be generated by future commercial developments in this area. These developments would be located to the east of the to-be-relocated Old Dixie Highway and Charles W Grant Parkway intersection. Land uses included in the future traffic estimates for the new developments were:

- 750,000 square feet light industrial,
- 650,000 square feet of general office, and
- 100, 000 square feet of retail space.

It was assumed that the traffic to/from these developments would include:

- 30 percent to/from I-285 via Old Dixie Highway,
- 25 percent to/from I-75 south via Charles W Grant Parkway,
- 5 percent to/from Central Avenue via Old Dixie Highway,
- 20 percent to/from I-75 north via Old Dixie Highway, and
- 20 percent to/from I-75 north via Charles W Grant Parkway.

The total projected future traffic volumes are illustrated in **Figure 2-1**, 2014 Opening Day Traffic Forecasts.

# Developments of Regional Impact

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## DRI #1778

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information				
This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.				
	Local Government Information			
Submitting Local Government:	City of Hapeville			
Individual completing form:	Chris Montesinos			
•	(404) 669-8269			
Email:	cmontesinos@hapeville.org			
	Project Information			
Name of Proposed Project:	Hapeville Ford Plant Redevelopment			
DRI ID Number:	·			
Developer/Applicant:	Jacoby Development, Inc.			
Telephone:	678.538.4317			
Email(s):	taddison@jacobydevelopment.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	s can not start until this additional information is provided.			
	Economic Development			
Estimated Value at Build-Out:	\$1,000,000,000			
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$17,184,000			
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)?	1.21 MGD			
Is sufficient water supply capacity available to serve the proposed project?	(not selected)	Yes	No	
If no, describe any plans to exp	pand the existing wat	er supp	y capacity:	
Is a water line extension required to serve this project?	(not selected)	Yes	No	
If yes, how much additional lin	e (in miles) will be re	quired?		
	Wa	stewa	ter 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)?	1.007 MGD			
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected)	Yes	No	
If no, describe any plans to exp	and existing wastew	ater trea	atment capacity:	
Is a sewer line extension required to serve this project?	(not selected)	Yes	No	
If yes, how much additional line	e (in miles) will be red	quired?		
	l a	nd Tra	nsportation	
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.)		y AM Pe	eak Hour); 8,163 vph (Weekday PM Peak Hour); 7,920 vph	
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 refer to the transportation analysis performed by Kimley-Horn and Associates, Inc.				
	Sol	id Wa	ste Disposal	

How much solid waste is the project expected to generate annually (in tons)?	82,767 tons		
Is sufficient landfill capacity available to serve this proposed project?	(not selected)	Yes	No
If no, describe any plans to exp	oand existing landfill	capacity	<i>y</i> :
Will any hazardous waste be generated by the development?	(not selected)	Yes	No
If yes, please explain:			
	Stor	mwate	r Management
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	92.6 percent		
	er management:The		on or retention ponds, pervious parking areas) to mitigate the meet all required standards of the local jurisdiction's
	Env	/ironm	ental Quality
Is the development located with	hin, or likely to affect	any of	the following:
1. Water supply watersheds?	(not selected)	Yes	No
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 que	estion above, describ	e how t	he identified resource(s) may be affected:
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# Developments of Regional Impact

**DRI Home DRI Rules Thresholds** Tier Map FAQ Apply View Submissions Login

#### DRI #1778

# **DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information**

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

#### **Local Government Information**

Submitting Local Government: City of Hapeville

Individual completing form: Chris Montesinos

Telephone: (404) 669-8269

E-mail: cmontesinos@hapeville.org

\*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: Hapeville Ford Plant Redevelopment

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

S Central Avenue/Henry Ford II Avenue, Hapeville, Georgia

Brief Description of Project: This 122 acre site will consist of approximately 6.5 million square feet of mixed use comprised of 2,081,400 square feet of office, 1,662,00 square feet of retail, 2,274,800 square feet of hotel/conference center, and a 500,000 square foot data center, and 4,000 off-airport parking spaces. The project is located adjacent to Atlanta Hartsfield-Jackson International Airport.

#### **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

Waste Handling Facilities Any other development types Housing

Industrial Quarries, Asphalt & Cement Plants

If other development type, describe:

Project Size (# of units, floor area, etc.):	6,518,200 SF of mixed use
Developer:	Jacoby Development, Inc.
Mailing Address:	171 17th Street
Address 2:	Suite 1550
	City:Atlanta State: GA Zip:30363
Telephone:	678.538.4317
Email:	taddison@jacobydevelopment.com
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	Ford Motor Company
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?	City of Atlanta and Unincorporated Clayton County
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: 2020 Overall project: 2020
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Shirley Franklin Mayor

Benjamin R. DeCosta Aviation General Manager

March 26, 2008

Ms. Haley Fleming Atlanta Regional Commission 40 Courtland Street, NE Atlanta, Georgia 30303

RE:

City of Atlanta, Department of Aviation

Land Use Compatibility Review

DRI - Hapeville Ford Plant Redevelopment

Dear Ms. Fleming:

Thank you for the opportunity to review the site plan for the Development of Regional Impact (DRI) Number 1778 identified as the Hapeville Ford Plant Redevelopment, a mixed use development in the City of Hapeville. We have reviewed this project for land use compatibility and airport height and hazards as cited in the Code of Federal Regulations in addition we have completed a preliminary review of this project for impact to our roadways (Loop Road) as well as other potential roadway impacts. Our technical findings and evaluation are described below.

To summarize the more detailed information provided below, the use of land within the proposed development is affected by restrictions and limitations due to noise associated with the proximity of the Airport's runways. In addition to land use incompatibilities based on noise, there are considerations of heights and hazards because of defined clearances from aircraft approach and departure paths. Finally, FAA recommended runway protection zone criteria that restrict land use for the purpose of ensuring the safety of aircraft and persons on the ground. A final consideration is the potential adverse effect on the roadways serving the Airport's new international terminal that proposed access routes associated with the Ford plant redevelopment would have.

#### Findings:

The proposed site is located approximately 1200 feet east of the eastern (26R) end of Runway 26R/8L at Hartsfield-Jackson Atlanta International Airport. The proposed site will experience nearby aircraft operations from aircraft arriving and departing the airport along a designated Noise Abatement Departure Track (NADT). West flow conditions occur approximately 64 percent of the time when the winds are from the west. During the remaining 36 percent of the time, the airport operates under east flow conditions.

Three sets of conditions associated with the Airport affect the potential development on the site: noise exposure areas; height and hazard considerations; and runway protection zone criteria. These are explained below followed by a brief discussion of roadway impacts.



Haley Fleming Atlanta Regional Commission March 26, 2008 Page 2

#### Noise Exposure Areas

The northern portion of the proposed site is located between the 65 to 70 DNL noise contours, the central portion is within the 70 to 75 DNL noise contours, and the southern portion is in an area above the 75 DNL noise contour (see Exhibit 1). These findings are based on a Year 2012 FAA Noise Exposure Map. The mapping used provides an estimate of future conditions. The actual future conditions may vary from these estimates given the proximity of the site to the airport.

According to the Code of Federal Regulations Title 14, Part 150, specific land uses are identified as being compatible or incompatible within the various noise exposure areas. Certain uses would be allowed under these criteria if measures to achieve stated exterior-to-interior noise level reduction are incorporated in construction of buildings in these areas. The Airport, as a matter of policy, also strongly encourages such noise level reductions. Land use compatibilities are defined specifically and in detail in the attached table entitled "Pt. 150, App. A".

#### **Height and Hazard Considerations**

With respect to heights and hazards of structures, the proposed site is located under protected surfaces for the airport. As such, the maximum height of a structure that could be built in this location varies based on the distance from the runway. In the very northern section, the maximum height of a structure that could be built is generally 1,176 feet above Mean Sea Level (MSL). The maximum allowable elevations in the remainder of the site would be progressively less than 1,176 feet as the distance from the runway decreases. The Airport has been in discussion with the developer regarding specific heights of buildings that will be adhered to as development occurs.

Construction of any building on the site would require the completion of Federal Aviation Administration (FAA) Form 7460-1, Notice of Proposed Construction or Alteration. A copy of the form and instructions on how to complete the form are attached. Once completed, we ask that the developer mail the original to the FAA and provide a copy to Mr. Rob Rau, City of Atlanta, Department of Aviation, Bureau of Planning & Development, PO Box 20509, Atrium Suite 430, Atlanta, GA 30320.

#### Runway Protection Zone Criteria

Safety of aircraft operations is of paramount importance at every airport. FAA guidelines define protective surfaces around runways within which certain objects, structures, and uses of land are prohibited. The FAA guidelines recommend that airports should control these areas through direct ownership or land uses that are compatible. These surfaces are defined below and are shown graphically in Exhibit 2, attached.

- Runway Protection Zone (RPZ) a trapezoidal area centered about the extended runway centerline. Its function is to protect aircraft from damage if the aircraft were to venture beyond the runway during ground operations and also to protect people and property on the ground. This is accomplished by clearing RPZ areas (and maintaining them clear) of incompatible objects and activities. The components of the RPZ are the Runway Object Free Area and the Controlled Activity Area.
- Runway Object Free Area (OFA) the inner rectangular portion of the RPZ centered on the extended runway centerline. Objects non-essential for air navigation or aircraft ground maneuvering purposes are prohibited from the OFA.
- Controlled Activity Area (CAA) extends increasingly outward from each side of the OFA
  to form the trapezoidal shape of the RPZ. Objects and activities less restrictive than
  those defined for the OFA are permitted in this area.

Haley Fleming Atlanta Regional Commission March 26, 2008 Page 3

In addition to the restrictions for these areas, the entire Ford site and land in its vicinity are subject to height limitations so as to protect aircraft operations and persons on the ground. These restrictions and limitations should be applied in complementary fashion so as to provide maximum combined safety effects.

#### Effects on Planned Roadways

With regard to the traffic analysis associated with the Ford Redevelopment, an analysis of the roadways in the vicinity was done for the opening day of the Maynard H. Jackson Jr. International Terminal (MHJIT), which is presently under construction. The analysis was based on no additional traffic from the Ford plant and it was based on the year 2014 (the last year before the supposed reconstruction of the I-75 interchange). The No-Build LOS (Level of Service) was estimated to be "D". The attached report entitled MHJIT Opening Day Roadway Concept Evaluation (August 2007) indicated under "Recommendations" (page 4-1), that without additional improvements, the intersection of Aviation Boulevard/Loop Road would degrade from LOS D to E by 2016 assuming a five percent annual growth in traffic.

Also attached is a drawing from GDOT related to the reconstruction of the I-75/Aviation Blvd interchange. Please note that this drawing illustrates a new I-75 southbound exit ramp to Aviation Blvd. This ramp would tie into Loop Road where the developer wants to install a traffic signal. If this ramp were constructed, the access on the east side of Loop Road would have to be closed. Therefore, the Airport strongly encourages the developer to concentrate their access on Ford Ave and Central Ave because of the limited capacity of Loop Road at Aviation Blvd. Ford Avenue and Central Avenue were the main points of entry for Ford Plant employees with only a small portion of employees utilizing Loop Road. A significant increase of traffic on Loop Road and at the intersection of Loop Rd and Aviation Blvd with out significant improvements will have a dramatic impact on the roadway LOS. Significant impacts to travel time for a departing passenger must be avoided.

Further review and discussion regarding traffic studies proposed for this redevelopment will be critical for the success of the redevelopment as well as the continued growth of the Region's largest economic engine — Hartsfield-Jackson Atlanta International Airport.

Again, we thank you for the opportunity to review the site development plan, and should you have any questions regarding our review, please do not hesitate to contact me at (404) 530-5676. We look forward to continued discussions with ARC, GRTA, and the redevelopment team as this project moves forward.

Sincerely

Shellev Lamar

Manager Land Use and Community Planning

Cc:

Jim Drinkard, City of Atlanta, Department of Aviation Matt Davis, City of Atlanta, Department of Aviation Tom Nissalke, City of Atlanta, Department of Aviation Project File

SL/bb

Encl

Department of Aviation
Bureau of Planning and Development

Planning Division Roadways

# MHJIT Opening Day Roadway Concept Evaluation

Project Definition Draft Concept Development, Evaluation and Selection Report

August, 2007



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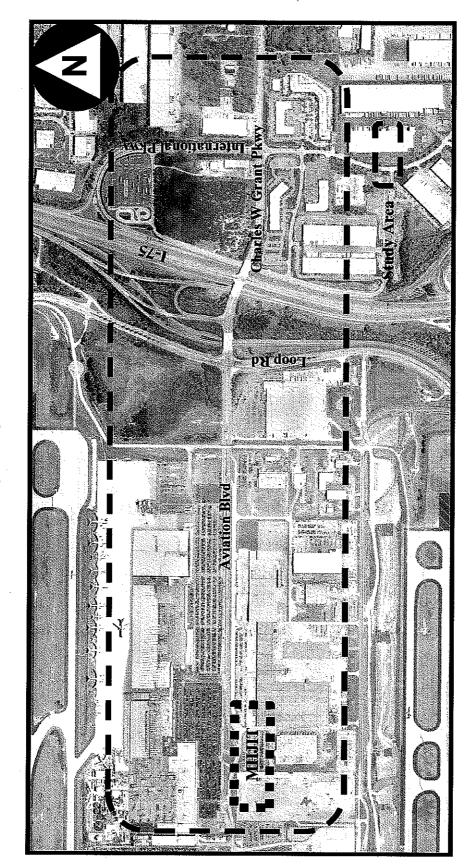
Introduction

8/20/2007

## SECTION ONE INTRODUCTION

The construction of the Maynard H. Jackson Jr. International Terminal (MHJIT) at Hartsfield-Jackson Atlanta International Airport (Airport) will increase vehicular traffic on Aviation Boulevard/Charles W. Grant Parkway and its intersecting streets in the vicinity of I-75. The Georgia Department of Transportation is planning to implement a series of freeway improvements along I-75 near the Airport. The Airport will be reconstructing Aviation Boulevard as a MHJIT enabling project. This report documents the evaluation of proposed improvements to Aviation Boulevard/Charles W. Grant Parkway between Loop Road and International Boulevard. The project study area is illustrated in **Figure 1-1**.

FIGURE 1-1 Project Study Area



## SECTION TWO OPENING DAY TRAFFIC FORECASTS

HPC prepared revised opening day traffic forecasts resulting from updated traffic counts and international airline passenger forecasts. These forecasts include MHJIT-related traffic, background traffic for 2014, and future traffic that will be generated by proposed commercial developments in this area. The forecasts coverage areas include Aviation Boulevard/Charles W. Grant Parkway in the vicinity of the I-75 interchange and Loop Road. The future 2014 Design Hourly Volumes (DHV) were prepared for the PM peak hour when background traffic and international traffic volumes peak simultaneously, as this represents the highest anticipated demand.

The 2014 background traffic projections were estimated using a 3-percent annual growth rate applied to the previously collected traffic counts. The traffic counts were collected in 2005 for the GDOT I-75 South HOV project and were provided by GDOT for this study. Prior to applying the 3-percent annual growth rate, raw counts were smoothed so that traffic volumes leaving the various intersections were the same as the volumes approaching the adjacent intersections.

Future peak hour traffic volumes related to MHJIT have already been estimated by mode for 2005 and 2015. Based on the revised activity level estimate for 121 Million Annual Passengers (MAP), original 2015 peak hour traffic volumes were adjusted to represent the peak hour traffic volumes for 2014.

The traffic forecasts also included the future traffic volumes that would be generated by future commercial developments in this area. These developments would be located to the east of the to-be-relocated Old Dixie Highway and Charles W Grant Parkway intersection. Land uses included in the future traffic estimates for the new developments were:

- 750,000 square feet light industrial,
- 650,000 square feet of general office, and
- 100, 000 square feet of retail space.

It was assumed that the traffic to/from these developments would include:

- 30 percent to/from I-285 via Old Dixie Highway,
- 25 percent to/from I-75 south via Charles W Grant Parkway,
- 5 percent to/from Central Avenue via Old Dixie Highway,
- 20 percent to/from I-75 north via Old Dixie Highway, and
- 20 percent to/from I-75 north via Charles W Grant Parkway.

The total projected future traffic volumes are illustrated in **Figure 2-1**, 2014 Opening Day Traffic Forecasts.

Federal Aviation Administration Atlanta Airports District Office 1701 Columbia Avenue Campus Building, Suite 2-260 College Park, Georgia 30337

May 13, 2008

Ms. Haley Fleming Atlanta Regional Commission 40 Courtland Street NE Atlanta. GA 30303

Dear Ms. Fleming:

Thank you for sharing with us the most recent development proposal by Jacoby for the Hapeville Ford Assembly Plant located adjacent to the approach end of Runway 26R at the Hartsfield-Jackson Atlanta International Airport (HJAIA). As a result, we wanted to provide our concerns regarding this development and its potential impact not only to the Worlds' Busiest Airport, but to one of the most important components of the entire National Airspace System.

Compatible land uses are defined in FAA Advisory Circular 150/5300-13, *Airport Design*, based on airport safety standards and design criteria. These safety standards and design criteria also extend to off-airport land uses. Federal Aviation Regulation (FAR) Part 150, however, defines compatible land uses from an aircraft noise perspective. Although similar, the basis for each is quite different.

FAA airport design standards and safety criteria provide for the protection of not only aircraft and passengers, but for people and property on the ground proximate to the airport. These criteria have been developed to maximize safety. Currently, the Ford Plant lies underneath critical aircraft approach surfaces as well as within the Runway Protection Zone (RPZ) for Runway 26R. It is the FAA's preference for the Airport Owner to have control of RPZ land and airspace either in fee simple or through an avigation easement. However, with growing encroachment adjacent to airport facilities, control is often times unachievable. We encourage airports to strive for a clear RPZ. If this is not possible, we suggest that at a minimum, land use within the RPZ be limited to compatible uses that do not pose a threat to safety or a hazard to air navigation.

Airport Design specifically states, "Land uses prohibited from the RPZ are residences and places of public assembly (i.e. churches, schools, hospitals, office buildings, shopping centers and other uses with similar concentration of persons that typify places of public assembly.)" When opportunity arises, it is FAA's goal to, at a minimum, make improvements to current non-compatible conditions where full compliance is not reasonable or possible. Change 11 to Advisory Circular 150/5300-13, Airport Design, clarifies FAA policy regarding allowance of automobile parking in RPZ by stating that automobile parking facilities, when located in the RPZ, should be located outside of the central portion of the RPZ to maintain safety enhancement to property and people on the ground. Clearly, this plan proposes extensive auto parking in the center portion of the RPZ conflicting with current FAA policy.

Further, FAR Part 77 imaginary surfaces are used by the FAA to evaluate the height of a proposed structure to ensure the protection of critical airspace surfaces both on- and off-airport property. Part 77 often acts as the foundation by which local communities surrounding airports restrict height of land uses and associated structures. Federal law requires that FAA conduct airspace analyses, via FAA Form 7460 procedures, for all proposed development that meets Part 77 reporting criteria to ensure that these surfaces are protected. We encourage you to become familiar with this process as you move ahead in your plans as FAA requires at least 30 days for review.

Federal Aviation Regulation (FAR) Part 150, Part B, Section 150.101 identifies compatible types of land use within significant noise contours. A 65 DNL noise level is identified as the threshold level of aviation noise considered to be "significant." The Ford Plant currently lies within the 65-75 DNL noise contours for the Airport. Of specific concern is the hotel currently proposed in the >65 DNL noise contour. Therefore, FAA does not support development that is not in compliance with FAR Part 150 recommendations.

More specific to the Jacoby plan, FAA does NOT support the following:

- Residential development within >65 dbl noise contours
- Incompatible land uses (per FAR Part 150)
- Development within FAA safety/ design criteria surfaces
- Auto parking in extended OFA portion of the RPZ
- Part 77 surfaces penetrations
- Bird/ wildlife attractants (i.e. aesthetic landscaping, ponds/ wetlands, detention facilities, etc.) that may cause a hazard to air navigation
- Land fills within 10,000 feet of an airport or 5 miles on airport approaches
- Lights, materials (shiny, light reflective, etc.) that may obstruct/ obscure a pilot's view
- Through-the-fence (TTF) operations by property owners adjacent to the airport

In regards to the retention facility and its proximity to the runway thresholds, standing and/ or open water is often found to be a wildlife attractant. Naturally there is a concern for individual bird strikes as well as strikes to aircraft involving groups of migrating birds. Please refer to FAA Advisory Circular 150/ 5200-33B, *Hazardous Wildlife Attractants on or Near Airports* for guidance regarding retention/ detention facilities. Also of concern, would be refuse containment, plant-types, landscaping materials or aesthetic bodies of water that attract wildlife. We strongly encourage the incorporation of appropriate environmental mitigation measures as associated with the proposed new development.

Lighting of any and all structures on the approach path to runways can be distracting to aircraft operators when not properly shielded. We ask that attention be given to design and placement of the noted Lighted Intersection to Airport Parking as well as to all lighting that falls beneath the Approach Surface. Lighting in the auto parking area is expected to be comingled with airport runway approach light bars and should be carefully designed with FAA participation.

Some construction development materials can be a distraction to aircraft pilots due to materials characteristics such as reflectivity where a pilot's vision or judgment may be impacted. Also, material types and unrestricted public activity can be a concern due to the close-in location of the development site to the runway navigational aid facilities where

undisturbed frequency interruptions are critical. We request reference to FAA Order 7400.2F, *Procedures for Handling Airspace Matters* as you consider development design.

Finally, in recent meetings among FAA divisions and HJAIA staff, there has been great concern regarding the continued integrity of the existing Medium Intensity Approach Light System (MALSR) for Runway 26R at HJAIA and the future of the planned upgrade to the light system to an Approach Light System with Flashers (ALSF-2) in relation to the new development and construction thereof. We feel it is imperative to continue close coordination of this matter among FAA and HJAIA staff as well as Jacoby to address planning, design, funding and long term protection of these facilities.

We understand that the proposed redevelopment of the privately-owned Ford Plant is not governed by FAA grant assurances as is the adjacent Airport property, however, protection and preservation of the current and future Airport facilities and associated airspace is critical to the National Aviation System and is our primary concern where compatible land uses are concerned. We thank you for the opportunity to provide feedback to the Atlanta Regional Commission regarding this very important matter.

Respectfully,

Original Signed by Scott Seritt, Manager Atlanta Airports District Office



### DEPARTMENT OF HEALTH AND WELLNESS

## **Environmental Health Services**

99 Jesse Hill Jr. Drive, Suite 101 Atlanta, Georgia 30303 Telephone (404) 730-1301, Fax (404) 730-1462

#### **MEMORANDUM**

**TO:** Haley Fleming, Review Coordinator

Atlanta Regional Commission

**CC:** Dr. Kim Turner, Interim Director

John Gormley, Environmental Health Deputy Director

FROM: Monica Robinson, Environmental Specialist Senior

**Environmental Health Services** 

**DATE:** May 30, 2008

**SUBJECT:** Hapeville Ford Plant Redevelopment

**Fulton County Board of Health** 

Phoebe Bailey, PhD, Chair Lynne P. Meadows, RN, MS Harrison Rogers, MD Monica Ryan, BS Khaatim S. El

Samantha P. Williams, PhD

Mary Long, RN

Dr. Kim Turner, Interim Director

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COMMENTS	
Fulton County Department of Health and Wellness recommends that the applicant be tired to connect the proposed development to public water and public sanitary sewer lable to the site.	
Since this proposed development constitutes a premise where people work, live, or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy.	
This facility must comply with the Georgia Smokefree Air Act of 2005.	
If this proposed development includes a food service facility, the owner must submit kitchen plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a food service permit prior to opening.	
If this proposed development includes a public swimming pool as defined in the regulations including spas, whirlpools, etc., the owner or contractor must submit plans and approval by this department and must obtain a Department of Health and Wellness permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Department of Health permit to operate the pool prior to opening.	
This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted for review and approval.	
Since this proposed development includes a tourist accommodation, the owner must submit plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a tourist accommodation permit prior to opening.	
This department is requiring that all existing structures to be demolished must be inspected by a certified pest control operator to insure that the premise is rat free. If evidence of rodent infestation is found, the property must be baited prior to demolition.	

<sup>&</sup>quot;To Promote, Protect and Assure the Health and Wellness of the People of Fulton County"





May 20, 2008

M. Haley Fleming, AICP Principal Planner Atlanta Regional Commission 40 Courtland Street, NE Atlanta, GA 30303

RE: Review of Development of Regional Impact (DRI) #1778 Hapeville Ford Plant Redevelopment – City of Hapeville

Dear Ms. Fleming,

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1778 - Hapeville Ford Plant Redevelopment - located in the City of Hapeville and offers the following comments:

The proposed Hapeville Ford Plant Redevelopment challenges MARTA and the region to revisit the Hapeville Line that branches off of the South Line below the East Point Rail Station. The 1972 referendum to establish MARTA included a Hapeville Line. This project presents an excellent potential for Transit Oriented Development (TOD), consequently we strongly recommend a requirement for the proposal redevelopment plan to include a transit station, rail line and associated assessable pedestrian amenities as a condition of approval. This commitment by the developer would incorporate the transit component within the fabric of the development and seamlessly link it to the regional transit system - - a benefit to the development for those who will access the facility and the broader public. MARTA is prepared to work with the developer to examine the feasibility of a rail alignment that better serves this project. The 1972 referendum alignment was designed not to impact the Ford Plant property.

With the population growth experienced in the south I-75 corridor in recent years. MARTA has revisited the feasibility of implementing this line to serve the City of Hapeville, the east end of Hartsfield-Jackson International Airport, and the Georgia Farmers' Market along I-75. Similarly, the Atlanta to Macon Commuter Rail Line, with initial south terminus at Lovejoy, is proposed to use the Norfolk Southern rail tracks that run parallel to South Central Avenue in Hapeville. These ideas are further reinforced by the regional transit system plan (Concept 3) that the Transit Planning Board (TPB) has completed and is currently seeking public comment on.

Additionally, the Old Towne Hapeville development is located to the west and adjacent to the Ford Plant site. These two developments within the Hapeville Town Center LCI Study will provide immediate stimulus for economic revitalization of the surrounding

area, with accompanying need for transportation services. As illustrated in the traffic study for this project, the surrounding roadways will require significant upgrades to continue operating at an acceptable Level of Service (LOS) in the near future. Even with the proposed reconstruction of the I-75/Aviation Boulevard interchange, concerns have been raised by the airport management about potential negative traffic impacts on Loop Road that could create delays for airport users.

From the foregoing, the Ford Plant Redevelopment presents an opportunity to conceptualize a long-term transportation plan for the Hapeville area that centers on public transit. Therefore, MARTA is strongly proposing that the concept for this development make provisions for a rail transit stop. Access to rail or bus transportation is imperative and necessary. This will not only help in reducing the forecast traffic congestion on the surrounding roads, but also tie into the larger regional rail transit development. MARTA staff will be available to work with the development team on how this can be achieved.

Please contact me at (404)848-5100 or rmcclendon@itsmarta.com if you have any questions.

Sincerely,

R√land N. McClendon

**Assistant General Manager** 

Transit System Development and External Affairs

Cc: Michael Kray, Senior Planner Atlanta Regional Commission

Beverly A. Scott, Ph.D. General Manager/CEO, MARTA

Ryland n. Incclero

Darryl Connelly, Director Transit Oriented Development & Real Estate, MARTA

Johnny Dunning, Director Transit System Planning, MARTA

Henry Ikwut-Ukwa, Manager Transit System Planning, MARTA

