



REGIONAL REVIEW NOTIFICATION

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

DATE: Apr 30 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 received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Hapeville Ford Plant Redevelopment

Review Type: Development of Regional Impact

Description: 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.

Submitting Local Government: City of Hapeville

Date Opened: Apr 30 2008

Deadline for Comments: May 14 2008

Earliest the Regional Review can be Completed: May 30 2008

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING 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

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by May 14 2008, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Hapeville Ford Plant Redevelopment** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

Return Date: May 14 2008

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Apr 30 2008

ARC REVIEW CODE: R804301

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs

FROM: Haley Fleming, Review Coordinator, Extension: 3-3311

Reviewing staff by Jurisdiction:

Land Use: Calvert, Brad

Transportation: Hammond, Regan

Environmental: Santo, Jim

Research: Skinner, Jim

Aging: N/A

Name of Proposal: Hapeville Ford Plant Redevelopment

Review Type: Development of Regional Impact

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Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

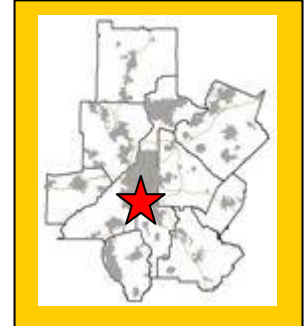
COMMENTS:

Preliminary Report:	April 28, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	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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Preliminary 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. Preliminary 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.

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™ landscaping. Xeriscaping™ 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 (www.georgiastormwater.com) 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 .6-.8	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.

*₁ 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.

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
Housing	Waste Handling Facilities	Any other development types
Industrial	Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):	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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Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)

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
 Telephone: (404) 669-8269
 Email: cmontesinos@hapeville.org

Project Information

Name of Proposed Project: Hapeville Ford Plant Redevelopment
 DRI ID Number: 1778
 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 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 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)?	1.007 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.)	4,992 vph (Weekday AM Peak Hour); 8,163 vph (Weekday PM Peak Hour); 7,920 vph (Saturday Peak Hour)		
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.			

Solid Waste 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 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?	92.6 percent		
---	--------------	--	--

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site will meet all required standards of the local jurisdiction's stormwater detention and quality standards

Environmental Quality

Is the development located within, or likely to affect any of the following:

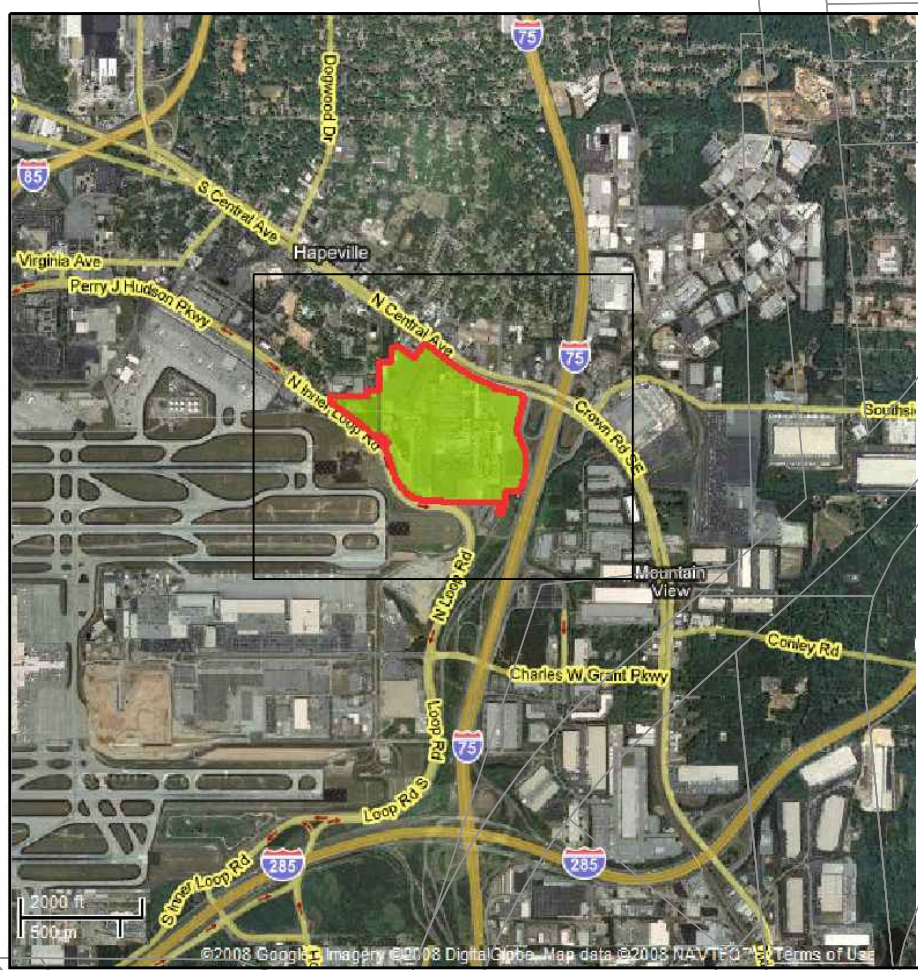
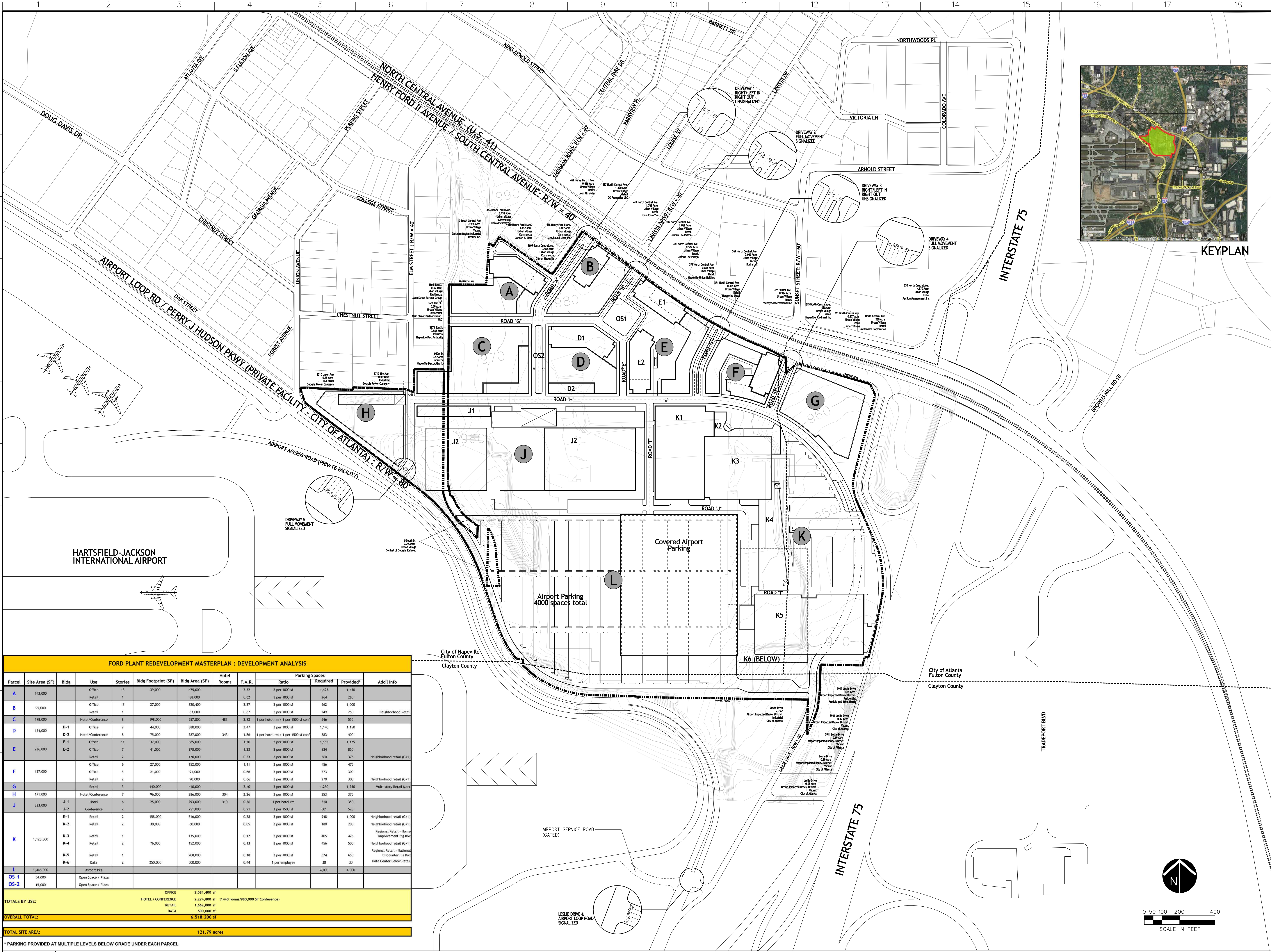
1. Water supply watersheds?	(not selected)	Yes	No
2. Significant groundwater recharge areas?	(not selected)	Yes	No
3. Wetlands?	(not selected)	Yes	No
4. Protected mountains?	(not selected)	Yes	No
5. Protected river corridors?	(not selected)	Yes	No
6. Floodplains?	(not selected)	Yes	No
7. Historic resources?	(not selected)	Yes	No
8. Other environmentally sensitive resources?	(not selected)	Yes	No

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

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



tvsv

THOMPSON, VENTULETT, STANBACK & ASSOCIATES, INC.,
ARCHITECTS
2700 PROMENADE TWO, 1230 PEACHTREE STREET N.E.
ATLANTA, GEORGIA 30309-3591
T 404-888-6600
F 404-888-6700

Scales as stated hereon are valid on the original drawing, the dimensions of which are x inches. These scales noted hereon are hereby changed by the ratio of the overall sheet dimensions of the print to the corresponding dimensions of the original drawing.

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- NOTES:
1. ALL RIGHT-OF-WAY MEASUREMENTS APPROXIMATED FROM FULTON COUNTY GIS DATA
 2. NO WATER FEATURES OR JURISDICTIONAL WATERS OF THE U.S. LOCATED ON SITE
 3. TOPOGRAPHIC CONTOURS WERE DIGITIZED FROM A COPY OF A SURVEY PERFORMED BY APPLIED ENGINEERING AND SCIENCE, DATED OCTOBER 1997
 4. SITE DEVELOPMENT INVOLVES REMOVAL OF 2.8 MILLION SF OF INDUSTRIAL-USE BUILDINGS
 5. NO PROPOSED DEDICATED PARK SPACE
 6. SIDEWALKS TO BE PROVIDED ALONG HENRY FORD II AVENUE AND ALONG ALL INTERNAL SITE ROADWAYS. ALSO, BIKE PATHS WILL BE PROVIDED AS APPROPRIATE, AND WILL BE COORDINATED WITH CITY OF HAPEVILLE'S BIKE PATH NETWORK.

OWNER / CONTACT INFORMATION:

JACOBY DEVELOPMENT, INC.
171 17th Street, Suite 1550
Atlanta, GA 30363
T: 770-339-9930

CONSULTANTS / CONTACT INFORMATION:

PLANNER / ARCHITECT: THOMPSON, VENTULETT, STANBACK AND ASSOCIATES, INC.
2700 Promenade Two, 1230 Peachtree St N.E.
Atlanta, GA 30309
T: 404-888-6600

TRAFFIC CONSULTANT: KIMLEY-HORN AND ASSOCIATES, INC.
The Biltmore
817 W. Peachtree Street, NW
Suite 601
Atlanta, GA 30308
T: 404-419-8700

FORD PLANT REDEVELOPMENT MASTERPLAN : DEVELOPMENT ANALYSIS												
Parcel	Site Area (SF)	Bldg	Use	Stories	Bldg Footprint (SF)	Bldg Area (SF)	Hotel Rooms	F.A.R.	Parking Spaces			Add'l Info
									Ratio	Required	Provided*	
A	143,000		Office	13	39,000	475,000		0.32	3 per 1000 sf	1,425	1,450	
			Retail	1		88,000		0.62	3 per 1000 sf	264	280	
B	95,000		Office	13	27,000	320,400		3.37	3 per 1000 sf	962	1,000	
			Retail	1		83,000		0.87	3 per 1000 sf	249	250	Neighborhood Retail
C	198,000		Hotel/Conference	8	198,000	557,800	483	2.82	1 per hotel rm / 1 per 1500 sf conf	546	550	
D	154,000	D-1	Office	9	44,000	380,200		2.47	3 per 1000 sf	1,140	1,150	
		D-2	Hotel/Conference	8	75,000	287,000	343	1.86	1 per hotel rm / 1 per 1500 sf conf	383	400	
E	228,000	E-1	Office	11	37,000	385,000		1.70	3 per 1000 sf	1,155	1,175	
		E-2	Office	7	41,000	278,000		1.23	3 per 1000 sf	834	850	
			Retail	2		120,000		0.53	3 per 1000 sf	360	375	Neighborhood retail (G+1)
F	137,000		Office	6	27,000	152,000		1.11	3 per 1000 sf	456	475	
			Office	5	21,000	91,000		0.66	3 per 1000 sf	273	300	Neighborhood retail (G+1)
			Retail	3		60,000		0.48	3 per 1000 sf	220	230	
G			Retail	3	140,000	410,000		2.40	3 per 1000 sf	1,230	1,250	Multi-story Retail (near)
H	171,000		Hotel/Conference	7	96,000	386,000	304	2.76	3 per 1000 sf	353	375	
J	823,000	J-1	Hotel	6	25,000	293,000	310	0.36	1 per hotel rm	310	350	
		J-2	Conference	2		751,000		0.91	1 per 1500 sf	501	525	
K	1,128,000	K-1	Retail	2	158,000	316,000		0.28	3 per 1000 sf	948	1,000	Neighborhood retail (G+1)
		K-2	Retail	2	30,000	60,000		0.05	3 per 1000 sf	180	200	Neighborhood retail (G+1)
		K-3	Retail	1		135,000		0.12	3 per 1000 sf	405	425	Regional Retail - Home Improvement Big Box
		K-4	Retail	2	76,000	152,000		0.13	3 per 1000 sf	456	500	Neighborhood retail (G+1)
		K-5	Retail	1		208,000		0.18	3 per 1000 sf	624	650	Regional Retail - National Discounter Big Box
		K-6	Office	2	250,000	500,000		0.44	1 per employee	70	70	Data Center Below Retail
L	1,466,000		Airport Pkg							4,000	4,000	
OS-1	54,000		Open Space / Plaza									
OS-2	15,000		Open Space / Plaza									
TOTALS BY USE:					OFFICE		2,081,400 sf					
					HOTEL / CONFERENCE		2,274,800 sf (1440 rooms/980,000 SF Conference)					
					RETAIL		1,643,000 sf					
					DATA		500,000 sf					
OVERALL TOTAL:							6,518,200 sf					
TOTAL SITE AREA:							121.79 acres					

* PARKING PROVIDED AT MULTIPLE LEVELS BELOW GRADE UNDER EACH PARCEL

A,1

DRI SITE PLAN

1" = 200'

FORD PLANT REDEVELOPMENT
HAPEVILLE, GEORGIA

Drawing Title

DRI SITE PLAN

Seal

Project No.
3145-000

Drawing No.

Date
04/23/08

Scale
1" = 200'



**Hartsfield-Jackson
Atlanta International Airport**

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.



**City of Atlanta • Department of Aviation
P.O. Box 20509 • Atlanta, GA USA 30320-2509 • Tel: (404) 530-6600 • Fax: (404) 530-6803
Web Site: www.atlanta-airport.com**

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.

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

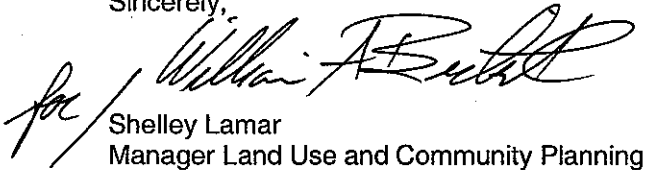
With regard to the traffic analysis associated with the Ford Redevelopment, an analysis of the roadways in the vicinity was done for the opening day of the Maynard H. Jackson Jr. International Terminal (MHJIT), which is presently under construction. The analysis was based on no additional traffic from 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 without 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,



Shelley 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

Hartsfield Planning Collaborative

 **Hartsfield-Jackson
Atlanta International Airport**

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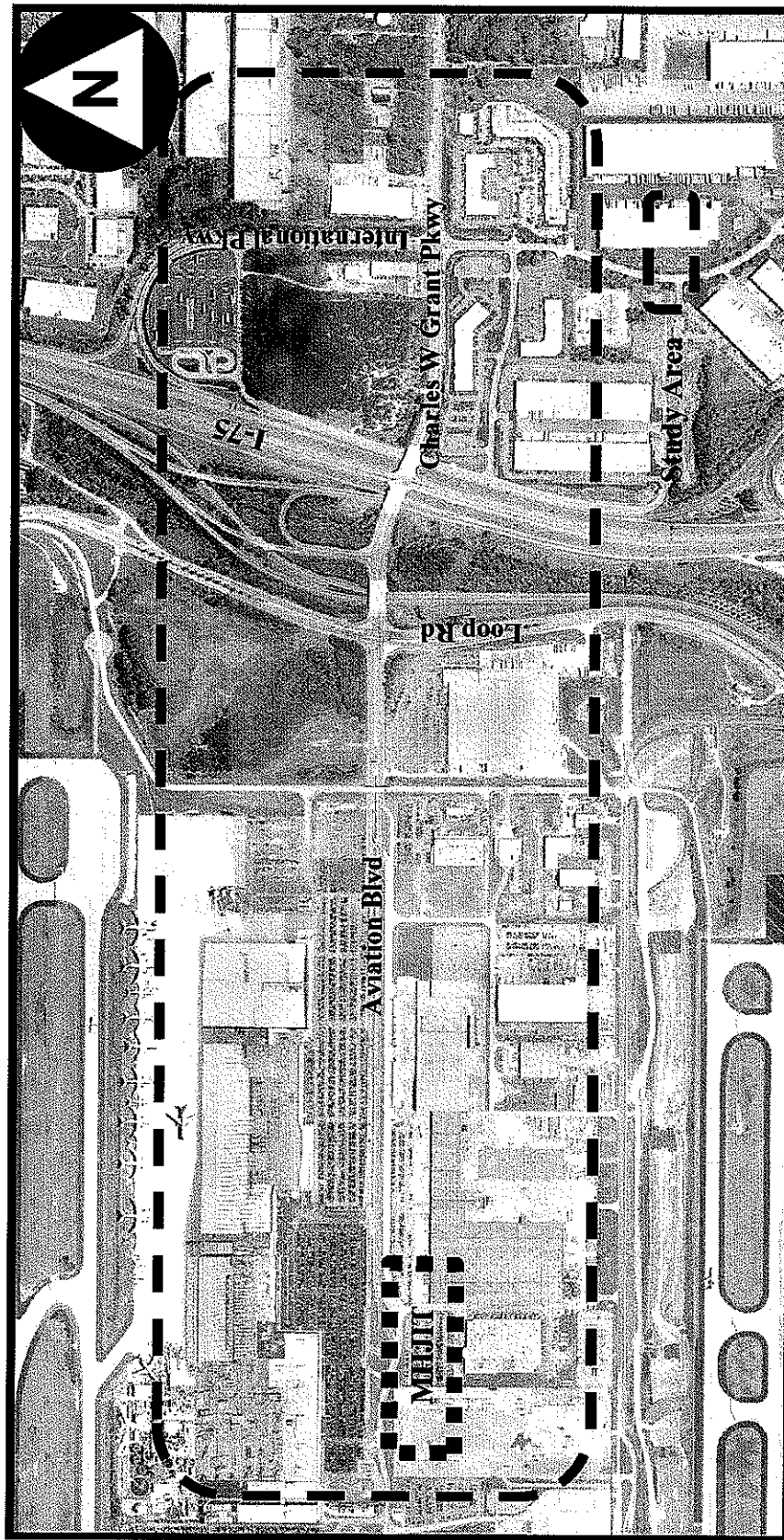
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SECTION ONE INTRODUCTION

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**.