

Atlanta Regional Commission
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50 YEARS 1947-1997
of Regional Cooperation, Leadership & Planning

Harry West
Director

July 28, 1997



Honorable Bill Campbell, Mayor
City of Atlanta
55 Trinity Avenue, SW--Suite 2400
Atlanta, GA. 30335

RE: Development of Regional Impact--Hawks/Thrashers Arena

Dear Bill:

I am writing to let you know that the ARC staff has completed review of the Hawks/Thrashers Arena Development of Regional Impact (DRI). Our finding is that this DRI is in the best interest of the State.

Enclosed is a copy of our final report on the Arena. For the record, I am also enclosing a copy of the Commission's previous resolution concerning the Arena.

For information, we did not receive any comments from outside agencies which were notified of the review.

Please feel free to call me if you have any questions at all concerning our review.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Harry West', is written over a circular stamp or seal. The signature is fluid and cursive.

Harry West
Director

Enclosures

c Mr. Michael Dobbins, City of Atlanta
Mr. Fernando Costa, City of Atlanta
Mr. Arthur Duncan, City of Atlanta
Mr. Wayne Shackelford, GDOT
Mr. Paul Radford, GDCA
Mr. Harold Reheis, GEPD

14-97
5/28

**RESOLUTION BY THE ATLANTA REGIONAL COMMISSION
CONCERNING A PROPOSED MULTIPURPOSE ARENA IN
DOWNTOWN ATLANTA**

WHEREAS, the Atlanta City Council and the Fulton County Commission are considering the development of a proposed new multipurpose arena in downtown Atlanta;

WHEREAS, the proposed new arena would be constructed without any taxpayer funds;

WHEREAS, the proposed new arena would serve as an economic development catalyst for that portion of downtown Atlanta;

WHEREAS, the proposed new arena would create a number of new jobs and other economic activity in downtown Atlanta;

WHEREAS, a strong, healthy downtown is critical to the growth and development of the entire region; and

WHEREAS, we believe that the proposed new downtown arena is important for the entire region.

NOW, THEREFORE, BE IT RESOLVED, that the Atlanta Regional Commission hereby urges the Atlanta City Council and the Fulton County Commission to vote in favor of the new downtown multipurpose arena.

Facility: Hawks/Thrashers Arena
Preliminary Report: July 14, 1997
Final Report: July 28, 1997

DEVELOPMENTS OF REGIONAL IMPACT

REVIEW REPORT

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.

Yes.

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

No inconsistencies were determined in the review process.

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

No.

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?

The proposed development will generate additional part- and full-time jobs due to the construction, the larger seating and parking capacity and the planned addition of ice hockey. However, no major infrastructure and facilities improvements will be needed to support the increase.

What other major development projects are planned in the vicinity of the proposed project?

The nearest DRI's that ARC has reviewed are the Olympics Field Hockey stadiums.

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

No. The Arena is being constructed on the site of the Omni which it will replace.

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

No. There will be a net increase in jobs due to a larger seating and parking capacity and the planned addition of ice hockey.

LOCATION

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

The arena will be constructed on the site of the existing Omni, which is being demolished.

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.

No.

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.

No.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

\$398,468.91

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

Unknown until determinations are made on number of jobs required to accommodate ice hockey.

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?

The proposed development will strengthen the City of Atlanta's position as an international city by providing a location for an additional major league sport, as well as an improved state of the art facility for basketball.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor or other environmentally sensitive area of the Region? If yes, identify those areas.

No.

In what ways could the proposed project create impacts that would damage or help to preserve the resource?

N/A.

HISTORIC RESOURCES

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

There are a number of national register sites in downtown Atlanta with two of the closest to the arena site being the C&S Building at 35 Broad Street and the Grant Building at 44 Broad Street. However, none of the sites will be directly impacted by the arena.

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

N/A.

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

In general, the arena will provide an additional point of interest to tourists who may also visit various historic sites.

INFRASTRUCTURE

Transportation

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

	Acres		AM		PM	
	Sq. Feet		Peak Hour		Peak Hour	
Land Use	Units	Weekday	Enter	Exit	Enter	Exit
Omni (New)	21,000 Seats	4,043*	n/a	n/a	n/a	n/a
Omni (Incremental increase)	3,700 Seats	712*	n/a	n/a	n/a	n/a

The above trip generation figures were calculated using a combination of information from MARTA, special events planning information supplied by the City of Atlanta, The Omni Coliseum and the Institute of Traffic Engineers Trip Generation (5th Edition) manual. Figures represent event traffic only, which is presumed to occur after peak traffic hours.

*Indicates vehicular traffic generated after accounting for MARTA ridership of 23% of total available seats. Figures reflect an average vehicle occupancy rate of 4 persons per vehicle.

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

The following volumes are based on 1995 GDOT coverage counts from area facilities that will likely provide the primary routes for traveling to the proposed development. 2010 volumes for these facilities were obtained from the ARC transportation model.

	1995			2010	Forecast	
	Number	1995	1995	Number	2010	2010
Facility	of Lanes	Volume	V/C Ratio	of Lanes	volume	V/C Ratio
Spring Street from Trinity Avenue to Walton Street	4	12,073	0.26	4	21,200	0.45
Spring Street from Walton Street to Luckie Street	4	12,404	0.26	4	21,200	0.45
Marietta Street from Techwood Drive to Pryor Street	4	14,616	0.37	4	17,500	0.44
Marietta Street from Techwood Drive to North Avenue	4	11,109	0.28	4	14,700	0.37
North Avenue from Luckie Street to Northside Drive	4	19,400	0.49	4	22,400	0.56

Northside Drive from Whitehall Street to Simpson Street	6	24,333	0.34	6	37,000	0.52
St. Peters Street from Walker Street to Spring Street	4	17,625	0.44	4	19,300	0.48
St. Peters Street from Techwood Drive to Ralph David Abernathy Boulevard	4	9,170	0.23	4	19,300	0.48

The above table indicates that roads in the vicinity of the site operate at capacity and are projected to do so in the future.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of those improvements (long or short range or other)?

The ARC's adopted Atlanta Regional Transportation Improvement Program FY 1996 - FY 2001 (TIP), as amended September 25, 1996, includes the following proposed projects in the vicinity of this site:

AT 076B Northside Drive at Bankhead Highway and North Avenue. TSM. Preliminary engineering scheduled for FY 1996. Construction scheduled for FY 2002 or later.

AT-AR 006 Techwood Drive Extension from Chapel Street to Spring Street. 0 to 4 lanes. Preliminary engineering authorized for FY 1996. Local right-of-way acquisition scheduled for FY 1996. Construction scheduled for FY 2002 or later.

AT 064 Bankhead Avenue at CSX RR near Mean Street. Bridge improvement. Preliminary engineering scheduled for FY 1997. Construction scheduled for FY 2002 or later.

AT 083 Pryor Street over CSX RR. Bridge improvement. Construction scheduled for FY 1998 with right-of-way acquisition scheduled for FY 1997 and preliminary engineering scheduled for FY 1996.

AT 069 Peachtree Street over Georgia RR. Bridge improvement. Construction scheduled for FY 1998 with right-of-way acquisition scheduled for FY 1997 and preliminary engineering scheduled for FY 1996.

AT 086 Spring Street at CSX RR. Bridge improvement. Right-of-way acquisition and preliminary engineering scheduled for FY 1997. Construction scheduled for FY 2002 or later.

AT 086 Spring Street at Southern RR. Bridge improvement (rehabilitation). Right-of-way acquisition and preliminary engineering scheduled for FY 1997. Construction scheduled for FY 2002 or later.

AT 087 Techwood Drive over CSX RR. Bridge improvement. Right-of-way acquisition scheduled for FY 1997 and preliminary engineering scheduled for FY 1996. Construction scheduled for FY 2002 or later.

AT 076A Northside Drive from I-20 to I-75. Signal upgrade/ intersection improvements (TSM). Preliminary engineering scheduled for FY 1996. Construction scheduled for FY 2002 or later.

AT-R 144 Phase 2: Auburn Avenue Pedestrian Corridor. Construction scheduled for FY 1996.

AT-R-147 Pedestrian/ Bridge Corridor from Five Points to Dome, World Congress Center. Construction scheduled for FY 1996.

The long range element of ARC's Regional Transportation Plan: 2010 includes the following projects in the vicinity of this site:

AT 086 Bridge rehabilitation for Spring Street at Southern Railroad line. No work scheduled to begin until FY 2002 or later.

AT-R 006 Techwood Drive Extension from Chapel Street to Spring Street. No work scheduled to begin until FY 2002 or later.

The Atlanta Region Bicycle and Pedestrian Walkways Plan, 1995 Update includes the following projects.

Marietta Street from Five Points to Georgia Dome -- sidewalks on both sides of the street and other amenities. Construction scheduled for FY 1996.

Howell Mill Road from Collier Road to Ralph David Abernathy Boulevard -- bikeway. Construction scheduled for FY 1997.

Long Term Projects: (Note: Many of these have already been constructed.)

- Auburn Avenue from Park Place to Boulevard -- sidewalk. Start date: 1995.
- Hilliard Street from Auburn Avenue to Martin Luther King (MLK) MARTA Station -- sidewalk. Start date: 1996.
- International Boulevard from Piedmont Road to World Congress Center -- sidewalk. Start date: 1995.
- Marietta Street from Five Points to Georgia Tech -- sidewalk. Start date: 1996.
- Martin Luther King Jr. Boulevard -- sidewalk. Start date: 1995.

- Pedestrian bridge from Five Points to Georgia Dome/ World Congress Center – sidewalk. Start date: 1996.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

The site is served by the Omni Station and is close to the Vine City Station (both on the West Line of the MARTA rail system). The Five Points Station, the central hub of both the rail and bus systems is nearby, within 0.4 miles of the site.

Is the site served by transit? If so, describe type and level of service.

See the above for rail service. The site receives a high level of bus service, including one route on International Boulevard, one on Northside Drive, and several routes serving the Five Points Station.

Cobb Community Transit serves the area with two commuter express bus lines with stops at the Five Points MARTA station. Cobb Community Transit does not offer special event service to the area.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

MARTA has indicated that transit service will be expanded to meet increases in transit demand. Additionally, the preferred site of the proposed Multi-Modal Passenger Terminal site is in the area. This facility could connect the area to AMTRAK, other inter-city rail routes, inter-city bus service, and commuter rail .

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None.

What is the cumulative generation of this and other DRIs or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?

The existing and planned transportation system is capable of accommodating traffic generated by the Omni. Within the 13-county Atlanta region, this site is one of the best served transportation sites. The central downtown location allows convenient access to the Omni via walking, car, van, bus, rail and air (provided one takes MARTA from Hartsfield International Airport). MARTA bus and rail serve the site - MARTA's rail transit has stops nearby at the OMNI and Five Points. Adjacent roadways are four and six lanes wide. Interstates 75, 85 and 20 are within one mile of the site. Furthermore, numerous pedestrian improvements were made in the immediate vicinity in preparation of the 1996 Olympic Games. The City of Atlanta Police Department strategically stations police officers to help

manage event traffic and traffic signals are placed on "flash" mode to allow for major traffic movements. It should be noted that Omni events are of a smaller magnitude than an Atlanta Braves baseball game or an Atlanta Falcons game by virtue of the relative seating capacities of each respective stadium.

While the City of Atlanta and MARTA have an informal traffic management plan in place, there may be some room for improvement. The following strategies should be reviewed by the City of Atlanta for their potential applicability to relieve congestion and reduce emissions.

The City should seek to make improvements where possible. Any combination of the following recommendations (or using any one of them in part to some degree) to reduce or capture automobile trips destined to the Omni and reduce congestion will also reduce emissions.

- 1. Remote Parking & Ridesharing** Coordinate satellite parking lots with shuttle service to the event site to encourage people to avoid the immediate area of the event facility thus alleviating congestion directly surrounding the event site. This could also include Cobb Community Transit (CCT) service to a MARTA transit station, or a similar type of service.
- 2. Designate High Occupancy Vehicle (HOV) Lanes on Arterial Streets** Complementary to item number one, buses and vans could be given preferential lanes during events to encourage the use of transit. Lanes would extend from interstate HOV lanes. This proposal should be considered carefully, however, in light of direct access to MARTA rapid rail service nearby.
- 3. Public Information/Route Designation** Provide information to travelers to inform them of the best routes for their travel as well as of any conditions or restrictions that may exist along the route. This will provide them with information to select alternative routes or modes before they begin their trip. This information could be conveyed via GA DOT and other websites and brochures available at ticketing locations and at the OMNI.
- 4. Special Event Signage and Information Services** Provide signage and uniformed police to disperse traffic from major areas of congestion. In addition, use informational signage to direct motorists to their destinations, both before and after the event. Signage to major routes, especially interstates, should be reviewed and upgraded periodically. Use ITS/ATMS video surveillance cameras and signage to also direct traffic from GA DOT's traffic management center.
- 5. Flexible Signal Timing** Vehicles are most efficient at steady speeds. Stop and go driving and idling wastes between 30-45% of fuel used while driving on streets with traffic signals. Optimizing signal timing during special events and seasonal fluctuations accommodates altered traffic patterns by reducing the total amount of delay, congestion, the number of starts and stops, fuel consumption and increased emissions caused by the altered traffic patterns.

6. Reduce Automobile Parking Reducing parking would encourage more transit oriented tripmaking, and help reduce on-street congestion and lower emissions.

AIR QUALITY ANALYSIS

Methodology

The emissions analysis for the proposed arena was based on trip generation estimates for the facility. These trip estimates are based upon the ITE trip generation manual and MARTA transit ridership surveys. The estimated emissions are based on light duty gas vehicles (passenger automobiles) using a mix of peak highway and off peak off-highway conditions assuming 20% cold starts for each.

Results

Estimates for both hydrocarbons and nitrogen oxides resulting from this development are presented in the following tables.

Arena with 21,000 seats	TONS PER YEAR	TONS PER DAY
Nitrogen Oxides	17.937	.069
Hydrocarbons	9.268	.036

Additional 3,700 seats	TONS PER YEAR	TONS PER DAY
Nitrogen Oxides	3.159	.012
Hydrocarbons	1.632	.006

DRI AIR QUALITY ANALYSIS FOR PROPOSED HAWKS / THRASHERS ARENA

	Total Trips	Peak Trips	Off-peak Trips	Peak VMT	Off-peak VMT	NOx G/D	HC G/D	NOx T/D	HC T/D	NOx T/Y	HC T/Y
ARENA											
21,000 sts	4,043	0	4,043	0	34,770	62,585.64	32,335.91	0.069	0.036	17.937	9.268
3,700 sts	712	0	712	0	6,123	11,021.76	5,694.58	0.012	0.006	3.159	1.632

RETAIL

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HOTEL

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APT/HOUSE

0	0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
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* Reductions for passby trips, if any, based on ITE Trip Generation passby descriptions.

Assumptions:

1. Auto Emissions factors based on 20% CS for LDGV for a mix of peak and off peak highway speeds for 1999.
2. Average Trip Length for Arena = 8.6 miles (based upon 1990 Nationwide Personal Transportation Survey, FHWA)
3. Reasonableness threshold = 50 tons per year
4. Average Heavy Duty Truck Trip = 22.78 miles (Atlanta Area Commercial Vehicle Survey 1/97)
5. Average Light Duty Truck Trip = 14.97 miles (Atlanta Area Commercial Vehicle Survey 1/97)
6. Average Medium Duty Truck Trip = 19.86 miles (Atlanta Area Commercial Vehicle Survey 1/97)
7. Estimations of average vehicle speeds for freeways developed using GDOT speed monitoring program
8. Estimations of average vehicle speeds for arterials developed using ARC travel time modeling
9. Trip Generation based upon 23% trip reduction from transit ridership Source: Metro Atlanta Rapid Transit Authority

7/28/97

File #R707142

Calculations:

Perform each of the following steps for each different type of development included in the proposed development

1. Total trips derived from Trip Generation Manual based upon development type and number of units and square footages.
2. Trip generation estimates are divided into AM and PM peak based on entries and exits.
The total of peak (AM+PM)*2.5 entries and exits = peak period auto trips
3. Reduce PM Peak trips to account for passby and internal trips as per percentages noted in ITE Trip Generation Manual
4. Peak VMT derived by multiplying peak trips by average commute distance in region
5. Off peak VMT derived by multiplying off-peak trips by average non-work trip in region
6. Derive Emissions totals for NOx in grams per day
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8mph)
Multiply Off-peak VMT by MOBILE5A off peak hwy emissions factor (speed = 26.8mph)
Sum total of peak + off peak to get total NOx emissions in grams per day
7. Derive emissions totals for VOC in grams per day
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8mph)
Multiply Off-peak VMT by MOBILE5A off peak hwy emissions factor (speed = 28.6mph)
Sum total of peak + off peak to get total NOx emissions in grams per day
12. Convert to tons per day
Divide total emissions derived from step 7 by 907180 for both VOC and NOx
13. Convert to tons per year
Multiply total emissions derived from step 8 by 260 (number of weekdays in a year)
14. To obtain the impact of the total development sum the emissions generated by each different piece (e.g. office, retail, residential)

Trip Generation

Land Use	Sq. Feet or Units	Weekday Trips	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Office Space	21000 seats	4,043	-	-	-	-
	3700 seats	712	-	-	-	-
Medical Office						
Retail Space						
Hotel						
Multi-Family						
Single Family						
Residential						
Townhomes						
Warehouse (A)						
Warehouse (T)						
Industrial						

Trip Generation estimates obtained from ITE Trip Generation Manual

	AM	PM	Reduced
	Enter+Exit	Enter+Exit	PM Passby*
Total Peak Period			
Office Space	0	0	0
Medical Office	0	0	0
Retail Space	0	0	0
Hotel	0	0	0
Multi-Family	0	0	0
Single Family	0	0	0
Residential	0	0	0
Townhomes	0	0	0
Warehouse (Auto)	0	0	0
Warehouse (Truck)	0	0	0
Industrial	0	0	0

* Reduction for passby trips, if any, based on ITE Trip Generation passby descriptions.

	Total Trips	Total Peak Trips	% Peak Trips	% Off-Peak Trips
Office Space	4,043	0	0%	100%
	712	0	0%	100%
Medical Office	0	0	0%	0%
Retail Space	0	0	0%	0%
Hotel	0	0	0%	0%
Multi-Family	0	0	0%	0%
Single Family	0	0	0%	0%
Townhomes	0	0	0%	0%
Total Residential	0	0	0%	0%
Warehouse (A)	0	0	0%	0%
Warehouse (T)	0	0	0%	0%
Industrial	0	0	0%	0%

INFRASTRUCTURE

Wastewater and Sewage

How much wastewater and sewage will be generated by the proposed project?

With a maximum seating capacity of 21,000, approximately (3,700 more than the existing facility) the arena could generate 0.62MGD flow, but this should be only .11MGD increase over the existing facility. Also, it is important to note this is for events only.

Which facility will treat wastewater from the project?

The proposed development is located within the City of Atlanta's R.M. Clayton Wastewater Treatment Plant sewer service area.

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

100MGD permitted flow.

82.5MGD average annual flow in 1995 and 79.2 in 1996, average monthly ranged from 70 to 93MGD these two years.

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

ARC has reviewed many major developments which would be served by the R.M. Clayton Wastewater Treatment Plant. Also 50MGD belongs to DeKalb County under contract and Gwinnett and Fulton send about 4MGD each to the Plant. Therefore, monitoring of hook-ups should be done to assure that capacity is not exceeded and that DeKalb's share is not infringed upon.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

.71MGD; however, this should be only 0.13MGD over the existing facility.

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

Almost no impact over the existing facility.

INFRASTRUCTURE

Solid Waste

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

Based on other sports facilities, 26.5 compacted cubic yards per event - handled by private contractors.

Other than adding to a serious regional solid waste disposal problem, 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 service?
- Administrative facilities?
- Schools?
- 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.)?

No.

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?

Yes.

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

Likely.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region. 1996 median family income of \$52,100 for Atlanta MSA.

