

Bev

Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809
404 364-2500 • Fax 404 364-2599

Harry West
Executive Director
404 364-2525



March 2, 1993

Honorable Maynard Jackson, Mayor
City of Atlanta
55 Trinity Avenue, S.W.
Atlanta, GA 30335

RE: Development of Regional Impact
Commuter Runway, Atlanta Hartsfield International Airport

Dear Mayor Jackson:

We have completed the review of the proposed commuter runway at Atlanta Hartsfield International Airport as a Development of Regional Impact. The Environmental Assessment is unclear as to whether the runway will be used for landings only or for departures and landings. So long as the runway is used for commuter aircraft landings only, we find the proposed runway would be in the best interest of the State.

By way of explanation, on March 22, 1989, the Atlanta Regional Commission adopted an update to the Air Carrier Component of the Atlanta Region Airport System Plan. A key element of the Plan called for "the development of a new runway at William B. Hartsfield Atlanta International Airport to accommodate commuter aircraft landings only."

To the extent that the proposed commuter runway would be used for commuter aircraft landings only, it would be consistent with the Plan. However, use of the commuter runway for commuter aircraft departures would not be consistent with the Plan. Through the Continuous Airport System Planning Process, ARC and the City of Atlanta should monitor the use of the commuter runway to ensure consistency with the Plan.

A very important part of the review process is the receipt of comments from potentially affected public agencies. During this review, we received comments from MARTA, DeKalb County, and Clayton County. Their comments are attached to our Review Report and are recommended for your use.



Mayor Jackson
March 2, 1993
Page Two

Comments from MARTA indicate a possible conflict between the proposed runway and the South Line extension. Further discussions indicate that there are solutions which can be addressed during further engineering of the runway. We recommend these solutions be addressed at the appropriate time in the planning of the project and will provide any assistance needed.

If you would like to discuss any of these comments, please let me know and I will call the appropriate meeting.

We hope this finding and enclosed report are helpful to you as you consider the proposed runway.

Sincerely,

A handwritten signature in black ink, appearing to read 'Harry West', is written over the typed name.

Harry West
Executive Director

HW:dc/br

Enclosures

cc: Honorable Crandle Bray, Chairman, Clayton County Commission
Honorable Liane Levetan, Chairman, DeKalb County Commission
Mr. Ken Gregor, General Manager, MARTA
Mr. Wayne Shackelford, Commissioner, Georgia DOT
Mr. Griff Doyle, Director of Planning, Georgia DCA
Mr. Chuck Badger, Administrator, Georgia State Clearinghouse

Facility: Atlanta Hartsfield International Airport
Proposed Commuter Runway
Preliminary Report: February 3, 1993
Final Report: February 24, 1993

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.

No conflicts were identified in the review.

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

No conflicts were identified in the review.

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 Environmental Assessment estimates the project could result in 10,000 jobs due to the long term economic benefit to the region. These are jobs that would be forecast and planned for in local and regional planning.

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

ARC has reviewed two proposed major developments in the vicinity of the airport -- Hartsfield Centre within the boundaries of the airport (700,000 sq. ft. office space and a 400-room hotel) and College Park Redevelopment Area located both west and north of the airport.

GENERAL (continued)

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

Yes. The preferred alternative will displace 145 single family and 460 apartment units, 83 businesses, two churches, and one park due to the runway and associated taxiways, safety area, and relocated roadways.

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

No.

LOCATION

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

The commuter runway is proposed in northwest Clayton County, partly in the City of College Park.

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.

See above.

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.

The proposed project would create negative noise impacts to surrounding land uses. The Environmental Assessment summarizes the variation in noise impacts among alternatives on pages 4-28-38.

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?

N/A

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

200 short term construction jobs.

ECONOMY OF THE REGION (continued)

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?

Hartsfield Airport is one of the busiest airports in the world serving major international and national markets. Demand currently exceeds capacity during certain periods of the day. Maintaining Hartsfield's competitive status is vital to the continued economic well-being of the Region.

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.

The proposed project area (310 acres) contains 8.9 acres of wetlands and is located within a potential groundwater recharge area. In addition, the project is located in the Flint River Large Watersupply Watershed but is more than seven miles from the Clayton County intakes.

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

In terms of groundwater recharge, the amount of impervious surface is proposed to be reduced by 50 percent by the proposed project (page 4-55 EA). The Environmental Assessment indicates that to the extent practicable, impacts to wetlands were avoided in the siting of the alternatives. However, any work in wetland areas will be subject to state and federal permits.

HISTORIC RESOURCES

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

No. However, two sites -- the Hart Family Cemetery and a house at 4828 West Fayetteville Roads -- were determined potentially eligible for listing.

HISTORIC RESOURCES (continued)

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

The Environmental Assessment indicates that the proposed project could have an adverse impact on the setting of these historic sites.

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

The Environmental Assessment recommends that the project be implemented so as to avoid the cemetery and that the house be relocated if it can be preserved intact.

INFRASTRUCTURE

Transportation

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

N/A

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

N/A

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 future extension of the MARTA South Rail Line would be adversely impacted by the runway. MARTA is currently working on a solution to this conflict.

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?

There is an existing transit station in the main passenger terminal at the Airport. The proposed runway potentially could increase usage of this station.

INFRASTRUCTURE

Transportation (continued)

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

See above.

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

See above re: future extension of MARTA South Rail Line.

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

N/A

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

N/A

Wastewater and Sewage

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

N/A

Which facility will treat wastewater from the project?

N/A

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

N/A

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

N/A

Water Supply and Treatment

How much water will the proposed project demand?

N/A

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

N/A

Solid Waste

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

N/A

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

N/A

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

N/A

Other facilities

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

Levels of governmental services? No.

Administrative facilities? No.

Schools? No.

Libraries or cultural facilities? No.

Fire, police, or EMS? No.

Other government facilities? No.

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?

N/A

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

N/A

It is 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 - 1990 median family income if \$41,500 for Atlanta MSA.



2424 Piedmont Road, N.E.
Atlanta, Georgia 30324-3330
(404) 848-5000

February 18, 1993

RECEIVED

FEB 22 1993

ARC

Mr. Harry West, Executive Director
Atlanta Regional Commission
200 Northcreek, Suite #300
3715 Northside Parkway
Atlanta, Georgia 30327-2809

Subject: Development of Regional Impact Review Proposed
Commuter Runway Atlanta Hartsfield International Airport

Dear Mr. West:

MARTA has reviewed the material enclosed with your correspondence of February 4, 1993. As indicated by the attached letters there is a conflict with this proposed project and the future extension of the MARTA South Rail Line. MARTA is currently working on a solution to this concern. If you have questions, please contact To Huston at 848-4432

Sincerely,

Gerald J. Pachucki, Director
Planning & Policy Development

GJP/JVM/ac

Attachment



2424 Piedmont Rd.
Atlanta, Georgia 30324-3324
(404) 848-5000

November 18, 1991

Mr. Ira Jackson
Commissioner of Aviation
Hartsfield Atlanta International Airport
Department of Aviation, Room T-200
Atlanta, GA 30320

Subject: Conflict of Proposed Airport and MARTA Facilities

Dear Mr. Jackson:

My staff has reviewed the drawing, Airport Layout Plan, Existing and Proposed Development, dated September 1991 furnished by Shirley Harris at a meeting on October 28, 1991.

The taxiway from the proposed fifth runway as it travels west of runways 9R and 9L will block the future extension of the MARTA alignment south of the Airport Station. The existing tail track south of the station has been constructed at a minimum radius curve. Construction of the proposed taxiway as indicated on the drawing would preclude continuing the MARTA aerial structure south at the same radius and would require demolition and reconstruction of the existing aerial structures.

I am requesting that the planning for the future airport facilities take into account the existing and future MARTA alignment.

Sincerely,


A handwritten signature in cursive script that reads "John R. Brach".

John R. Brach, P.E.
Director of Engineering

JRB/JTH/dz



December 9, 1991



Dear Mr. Brach:

I am writing in reference to concerns raised over conflicts between the proposed west taxiway alignment for the commuter runway project and MARTA south line facilities.

John Culpepper of the Atlanta Airport Engineers has been instructed to re-evaluate the taxiway alignment which would call for a northward shift of MARTA facilities, to determine if any alternative measures are available to reduce these impacts.

Our engineers will work closely with your office in finalizing the commuter runway plans, so feel free to contact John at 997-3546.

Thank you for bringing this matter to my attention.

Sincerely,

~~Ira Jackson~~
Commissioner of Aviation

IJ: p1

CC: John Culpepper, AAE

Airport Commissioner's Office
Hartsfield Atlanta International Airport
Atlanta, Georgia, USA 30320
404-530-6600
Telex: 544078



2424 Piedmont Rd.
Atlanta, Georgia 30324-3324
(404) 848-5000

December 17, 1991

Mr. John Culpepper, P.E.
Atlanta Airport Engineers
Harrison and Sullivan Roads
College Park, Georgia 30337

Subject: MARTA South Line Extension

Dear Mr. Culpepper:

Enclosed per your request are the following drawings:

Project CS630	As Built
CT004 - CT006	Alignment Control Plans
CT018 - CT020	Plan and Profile Drawings

Future Extension	
Pages 4 and 5	Plans
Pages 7 and 8	Profiles

The curve data for Curve 23 differs slightly between the Future Extension Plans and the Project CS630 plans. The correct data will be found on the Project CS630 plans.

If you need any further information, please call me at extension (404) 848-4432.

Sincerely,

Tom

J. Thomas Huston, P.E.
Manager of Conceptual
Engineering & Design

JTH:mjp

Office of the General Manager

marta®



2424 Piedmont Road, N.E.
Atlanta, Georgia 30324-3330
404 848-5000

December 17, 1992

Ms. Myrna White
City of Atlanta Aviation Department
Hartsfield Atlanta International Airport
Department of Aviation, Room T-200
Atlanta, Georgia 30320

Subject: Draft Environmental Assessment-Proposed Commuter Runway

Dear Ms. White:

Both build alternatives in the above environmental assessment would block future extension of the MARTA South Rail Line. The Regional Transportation Plan extends the line to Red Oak.

We are also in the process of preparing a long range plan which will examine possible extensions to the South Line. In addition, Clayton County and the Atlanta Regional Commission are preparing a transit study that will also examine an extension into Clayton County.

I have attached copies of letters from our Engineering Division previously commenting on this issue. If you have questions, please call Tom Huston at 848-4432.

Sincerely,

Gerald J. Pachucki, Director,
Planning & Policy Development

GJP/ac

February 15, 1993

Mr. Harry West, Executive Director
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809

SUBJECT: Development of Regional Impact Review
Proposed Commuter Runway
Atlanta Hartsfield International Airport

Dear Mr. West:

MARTA has reviewed the material enclosed with your correspondence of February 4, 1993. As indicated by the attached letters there is a conflict with this proposed project and the future extension of the MARTA South Rail Line. MARTA is currently working on a solution to this concern. If you have questions, please contact Tom Huston at 848-4432.

Sincerely,

Gerry Pachucki
Director of Policy &
Planning Development

GP:JVM:gjc

Attachment

/

DeKalb County

Joe / Phil

RECEIVED

FEB 22 1993

Manuel J. Maloof Center / 1300 Commerce Drive / Decatur, Georgia 30030 / 404-371-2881 / Fax 404-371-7004

ARC
Liane Levetan
Chief Executive Officer

February 11, 1993

Mr. Harry W. West
Executive Director
Atlanta Regional Commission
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, Georgia 30327

Dear Harry:

Thank you for the opportunity to review the proposed commuter runway as a development of regional impact review. County staff participated in the environmental assessment review process and we feel the project will have a positive impact on the airport and the region.

Please contact me if you need additional input on this project.

Sincerely,



Liane Levetan
Chief Executive Officer

LL/jlh

cc: Curtis Branscome, Executive Assistant
Raymond R. White, Planning Director

DEVELOPMENTS OF REGIONAL IMPACT

Comments from Affected Parties Form

Project I.D.: _____
(From Request for Comments Form)

Name of Commenting Organization: Clayton County

Address: 121 S. McDonough Street
Jonesboro, GA 30236

Contact Person: C. Crandle Bray Telephone Number: 477-3208

Do you believe your jurisdiction will be affected by the proposed development? ☒ Yes ☐ No

Please describe the effects (positive and/or negative) the proposed project could have on your jurisdiction:

Clayton County believes that construction of the fifth (commuter)
runway is essential to the future growth and vitality of the Atlanta
region and Clayton County.

However, the potential adverse effects of noise on our citizens is
of great concern. The only acceptable location to Clayton County is
the "West Alternative" which is located inside I-285 and recommended
by the Environmental Assessment (EA).

Clayton County requests that it be consulted prior to changing the
runway usage from "primarily landings" to any designation allowing
more departures.

(Attach Additional Pages if Necessary)

Form Completed By: C. Crandle Bray Title: Chairman Bd of Comm.

Signature:  Date: February 17, 1993

RETURN TO: ATLANTA REGIONAL COMMISSION
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, Ga. 30327

ATTENTION: REVIEW OFFICE

FAX NO. 404-364-2599

DCA/OCP 10/7/91

C. CRANDLE BRAY
CHAIRMAN

RON DODSON
COMMISSIONER

TERRY STARR
COMMISSIONER

GERALD MATTHEWS
COMMISSIONER

ROBBIE MOORE
COMMISSIONER

Clayton County Commissioners

CLAYTON COUNTY COURTHOUSE
JONESBORO, GEORGIA 30236
PHONE: (404) 477-3208



March 10, 1993

RECEIVED

MAR 12 1993

ARC

A handwritten signature, likely of C. Crandle Bray, is written over the "RECEIVED" stamp.

Mr. Harry West, Executive Director
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809

Re: Development of Regional Impact
Commuter Runway, Atlanta Hartsfield International Airport

Dear Harry:

I have received the Final Report (dated February 24, 1993) of the review report for the proposed commuter runway at Hartsfield International Airport. I realize that the comment period has expired, but certain information not previously available has come to light.

The review report on page 3 addresses the effect of the runway on the "Economy of the Region." While I recognize that the overall economic effect on the region will be positive and indeed the long-term effect for Clayton County may be positive, the immediate effect to Clayton County will be the loss of more than \$1,400,000 in property tax revenue due to acquisition. I would believe that a short statement to that effect would be an appropriate addendum to the final report.

I also agree with the tone of your March 2 letter to Mayor Jackson pointing out the inconsistency of departures to the Airport Region Airport System Plan. It is very important to Clayton County that this issue be resolved during the planning stage. While I realize that no plan can be absolutely final, Clayton County has suffered in the past from plan changes in which we had little or no influence.

I hope that an addendum on these two issues could be sent to the appropriate authorities.

Sincerely,

A handwritten signature of C. Crandle Bray is written over the "Sincerely," text.
C. Crandle Bray
Board of Commissioners

CCB:sb