

**DEVELOPMENT AUTHORITY OF FULTON COUNTY  
REGULAR MEETING HELD ON  
TUESDAY, OCTOBER 27, 2020 AT 2:00 P.M.  
HELD VIA VIDEOCONFERENCE**

**MINUTES**

Present were the following Members of the Authority:

Mr. Robert J. Shaw – Chairman  
Mr. Steve Broadbent – Vice Chairman  
Dr. Samuel D. Jolley, Jr. – Secretary  
Mr. Walter Metze – Treasurer  
Mr. Sam Bacote – Board Member  
Mr. Brandon Beach – Board Member  
Mr. Kyle Lamont – Board Member  
Mr. Michel Turpeau – Board Member  
Mr. Tom Tidwell – Board Member

Also present were Mr. Al Nash, CEO/Executive Director of the Authority, Ms. Sandra Z. Zayac, Ms. Lauren W. Daniels, and Ms. Kate Bell, attorneys for the Authority, and Ms. Marva Bryan, Ms. Doris Coleman, and Ms. Sabrina Kirkland, staff of the Authority.

Chairman Shaw called the meeting to order and requested that the Authority take a moment to remember Dr. C. Clayton Powell, a charter member of the Authority who also served as the Executive Director and Chairman during his time on the Board. Chairman Shaw commended Dr. Powell's tremendous service to the Authority. Dr. Jolley gave the invocation.

**RECOGNITION OF VISITORS:** Also present were Commissioner Hausmann, Mr. Edward Leidelmeijer of Commissioner Hausmann's office, Commissioner Pitts, Commissioner Morris, Ms. Jenn Thomas of Commissioner Morris' office, Mr. Samir Abdullahi of Select Fulton, Ms. Maggie Lee of Saporta Report, and Ms. Erica Long of Atlanta Public Schools.

**COVID-19 UPDATE, GROUND RULES AND PUBLIC COMMENT:** Vice Chairman Broadbent explained the Authority would continue to temporarily hold its monthly Board meetings via Zoom videoconference and teleconference in accordance with the Open Meetings Act (O.C.G.A. Section 50-14-1 (g)) in light of the COVID-19 pandemic and the emergency declaration by Governor Brian Kemp.

Vice Chairman Broadbent explained the ground rules for participating in the Zoom videoconference and teleconference meeting and announced that the Board would accept public comments in advance of Authority meetings via email. Vice Chairman Broadbent announced that all such comments should be sent to [Doris.Coleman@fultoncountyga.gov](mailto:Doris.Coleman@fultoncountyga.gov) by 10:00 a.m. on the date of the applicable meeting. Vice Chairman Broadbent informed the Authority that the Authority's staff had received four public comments in advance of this Regular Meeting regarding the RangeWater Development, LLC ("RangeWater") project and that such comments had been distributed to the Board. After discussion among the Board, Vice Chairman Broadbent announced that the Authority would allocate up to five minutes during the discussion of the RangeWater project to read the public comments.

Vice Chairman Broadbent further announced that any guests that would like to be recognized as being present for the Regular Meeting should also send an email to [Doris.Coleman@fultoncountyga.gov](mailto:Doris.Coleman@fultoncountyga.gov) so that their attendance may be formally documented in the minutes. Vice Chairman Broadbent invited the public

to visit the homepage of the DAFC website at [www.developfultoncounty.com](http://www.developfultoncounty.com) for the most up-to-date information regarding DAFC meetings.

OFFICER ELECTIONS: Chairman Shaw announced that nominations would not be coming from a Nominating Committee and that all nominations for Officers would come from the individual Board Members. Chairman Shaw further announced that after serving 18 years as the Chairman of the Authority, he has decided to step aside to allow another qualified candidate to fill this role to continue the strong leadership of the Authority. Chairman Shaw commended the active and dedicated participation of many Board Members and all the Authority has done for Fulton County.

Before proceeding with the election of Officers, Vice Chairman Broadbent requested that Chairman Shaw be considered for the position of Chairman Emeritus due to his outstanding contributions to the Authority that has spanned over multiple decades. Vice Chairman Broadbent clarified that Chairman Shaw would continue to serve as a Board Member and that this honorary title would further demonstrate Chairman Shaw's exceptional leadership and service to the Authority. Upon a motion made by Vice Chairman Broadbent, which was seconded by Mr. Turpeau, the Authority unanimously approved for Chairman Shaw to hold the honorary title of Chairman Emeritus.

Mr. Turpeau and Vice Chairman Broadbent were nominated for the position of Chairman. No other nominations were presented and the Board voted as follows: 7 votes for Mr. Turpeau (Chairman Shaw, Dr. Jolley, Mr. Metz, Mr. Bacote, Mr. Turpeau, Mr. Beach, and Mr. Lamont) and 2 votes for Vice Chairman Broadbent (Mr. Tidwell and Vice Chairman Broadbent).

Mr. Beach was nominated for the position of Vice Chairman. No other nominations were presented and the Board unanimously voted for Mr. Beach to be elected as Vice Chairman.

Dr. Jolley was nominated for the position of Secretary. No other nominations were presented and the Board unanimously voted for Dr. Jolley to be elected as Secretary.

Mr. Bacote and Mr. Metz were nominated for the position of Treasurer. No other nominations were presented and the Board voted as follows: 7 votes for Mr. Bacote (Chairman Shaw, Vice Chairman Broadbent, Dr. Jolley, Mr. Bacote, Mr. Turpeau, Mr. Beach, Mr. Tidwell) and 2 votes for Mr. Metz (Mr. Lamont and Mr. Metz).

Chairman Shaw congratulated the newly elected Officers, stated that their terms would be effective as of November 1, 2020, and provided Mr. Turpeau with an opportunity to say a few words. Mr. Turpeau explained he was honored to serve as Chairman and would look forward to supporting the Authority, Fulton County, and Fulton County residents.

#### OLD BUSINESS:

Final Bond Resolution for MSP RE Development, LLC (Induced as Middle Street Partners) ("Middle Street Partners"). Mr. Dan McRae of Seyfarth Shaw LLP and Mr. Johnson Bazzel of Middle Street Partners appeared in connection with the request for a final bond resolution for the issuance of \$73,000,000 in taxable revenue bonds for the development of approximately 323 residential units, including affordable housing units, 5,000 square feet of fully integrated street level commercial/retail space, and an underground parking deck with approximately 380 parking spaces to be located at 1015 Boulevard SE in the City of Atlanta. More specific details are described in the Fact Sheet included as part of this item posted on the Authority's website. Upon a motion made by Mr. Beach, which was seconded by Chairman Shaw, the Authority approved, with the exception of Mr. Turpeau, Mr. Lamont, and Mr. Tidwell, the final bond resolution for Middle Street Partners.

Final Bond Resolution for Royal Fresh Cuts, Inc. (“Royal Fresh Cuts”). Mr. Tom Harrold and Mr. Bruce McCall of Miller & Martin PLLC and Mr. Mark McClendon of Royal Food Service Co., Inc. appeared in connection with the request for a final bond resolution for the issuance of \$9,500,000 in taxable revenue bonds for the redevelopment of an existing 75,000 square foot building, located at 3600 Zip Industrial Boulevard in the City of Atlanta, into a fresh produce facility in order to expand Royal Fresh Cuts’ current operations. More specific details are described in the Fact Sheet included as part of this item posted on the Authority’s website. Upon a motion made by Dr. Jolley, which was seconded by Mr. Turpeau, the Authority unanimously approved the final bond resolution for Royal Fresh Cuts.

Final Bond Resolution for Briar Patch Holdings LLC (“Briar Patch”). Mr. Jim Woodward of Gray Pannell & Woodward LLP and Mr. Tom Croteau of Maxis Advisors appeared in connection with the request for a final bond resolution for the issuance of \$23,275,000 in taxable revenue bonds for the development of an approximately 102,457 square foot food processing facility, which is the first of two phases, to be located near the intersection of Great Southwest Parkway and Fulton Industrial Boulevard in Unincorporated Fulton County. More specific details are described in the Fact Sheet included as part of this item posted on the Authority’s website. Upon a motion made by Mr. Beach, which was seconded by Mr. Turpeau, the Authority unanimously approved the final bond resolution for Briar Patch.

Assignment of SG Property Owner, L.P. (“SG Property”) Project to Granite (8500 Tatum) LLC (“Granite”). Mr. Jim Woodward of Gray Pannell & Woodward LLP, Mr. Will Pickens of Eversheds Sutherland (US) LLP, and Mr. Jon Surg of Granite REIT appeared in connection with the request for an assignment of the SG Property Project to Granite. More specific details are described in the Fact Sheet included as part of this item posted on the Authority’s website. Upon a motion made by Mr. Bacote, which was seconded by Mr. Tidwell, the Authority unanimously approved the assignment to Granite.

Assignment of SCP Harris Road Owner, LLC (“SCP Harris”) Project to National Property REIT Corp. (“National Property REIT”). Ms. Allison Dyer of Holland & Knight LLP and Mr. Daniel Ackerman of National Property REIT appeared in connection with the request for the assignment of the SCP Harris Project to National Property REIT. More specific details are described in the Fact Sheet included as part of this item posted on the Authority’s website. Upon a motion made by Mr. Beach, which was seconded by Mr. Lamont, the Authority unanimously approved the assignment to National Property REIT.

#### NEW BUSINESS:

Letter of Inducement for Project Fulton. Mr. Michael Falleroni and Mr. Joe Stachnik of Ryan LLC and Mr. Samir Abdullahi of Select Fulton appeared in connection with the request to approve a letter of inducement for the issuance of \$420,000,000 in taxable revenue bonds for the development of an approximately 250,000 square foot data center, which will exclusively serve the company, to be located in the South Fulton Region. More specific details are described in the Fact Sheet included as part of this item posted on the Authority’s website. Upon a motion made by Mr. Turpeau, which was seconded by Mr. Beach, the Authority approved, with the exception of Mr. Tidwell abstaining, the letter of inducement for Project Fulton.

Letter of Inducement for RangeWater Development, LLC (“RangeWater”). Mr. Dan McRae of Seyfarth Shaw LLP and Mr. Joe Martinez of RangeWater appeared in connection with the request to approve a letter of inducement for the issuance of \$55,000,000 in taxable revenue bonds for the development of approximately 323 residential units, including affordable housing units, 1,200 square feet of commercial/retail space, and surface parking to be located at 1246 Allene Avenue SW in the City of Atlanta. More specific details are described in the Fact Sheet included as part of this item posted on the Authority’s website. Before proceeding with discussion, Vice Chairman read four public comments, as well as excerpts from the Community Feedback and Recommendations for the Exide Battery Plant Development, developed

by the Capitol View Neighborhood Association Development Committee, into the record (attached hereto as “Exhibit A”). Upon a motion made by Mr. Beach, which was seconded by Chairman Shaw, the Authority unanimously voted to delay the consideration of approval of the letter of inducement for RangeWater (the “RangeWater Inducement”), to permit Mr. Lamont to facilitate discussion among RangeWater and the community, and to hold a Special Call Meeting on or before November 13, 2020 to consider approval of the RangeWater Inducement.

ITEMS FOR APPROVAL:

MINUTES: The minutes from the Regular Meeting held on September 22, 2020, Special Call Meeting on September 29, 2020, and Special Call Meeting on October 7, 2020 were presented to the Authority for approval. The Authority unanimously approved the minutes as presented.

NEXT MEETING:

Vice Chairman Broadbent announced that the Authority’s next Regular Meeting is scheduled for Tuesday, November 17, 2020 via Zoom videoconference and teleconference and that a Special Call Meeting would likely be scheduled for November 13, 2020. Vice Chairman Broadbent reminded the public to visit the Authority’s website at <http://www.developfultoncounty.com> for updates on upcoming meetings.

There being no further business, the meeting was adjourned.

Samuel D. Jolley, Jr.  
Dr. Samuel D. Jolley, Jr., Secretary

EXHIBIT A

[Attached.]

**From:** Allie Sudholt <[allison.sudholt@gmail.com](mailto:allison.sudholt@gmail.com)>  
**Date:** October 27, 2020 at 8:42:59 AM EDT  
**To:** "Coleman, Doris" <[Doris.Coleman@fultoncountyga.gov](mailto:Doris.Coleman@fultoncountyga.gov)>  
**Subject:** Comment on exide battery factory development

Hi there,

I'd like to submit the following comment regarding the upcoming exide battery factory development:

This development is a welcome addition to the neighborhood, much better than the current blight. With that being said, their approach has not been aligned with the community's feedback or wishes. Despite repeated calls for actual affordable housing (80% AMI is significantly higher than the actual AMI of the area), the developer has dodged these calls, claiming they meet the minimum requirements. While this may be true, I believe that our community deserves better than the minimum. There must be respect and space for existing residents, despite the changing makeup. Excluding these people from the changes will cause tension in the neighborhood for decades to come, long after this development group has left.

In addition, the calls for beltline access, community amenities, and lesser parking to mitigate what will surely be a traffic disaster have gone unaddressed in any meaningful way. The lack of willingness of this developer to truly form a partnership with this community has soured my feelings towards this development and raised concerns for the future of this area. Every request has been met with "we have a board to respond to," failing to acknowledge that "the board" does not live here, and does not care about the future of Capitol View and Adair Park.

I would strongly push this development to reconsider their narrow-minded and often dismissive approach to this community and our feedback. We live here, work here, and want to see this area thrive with a diverse and collaborative community. Building yet another very expensive development in a traditionally low-income area will not achieve this end.

Best,

Allie

**From:** Brian Corry <[blcorry@gmail.com](mailto:blcorry@gmail.com)>  
**Date:** October 27, 2020 at 9:53:02 AM EDT  
**To:** "Coleman, Doris" <[Doris.Coleman@fultoncountyga.gov](mailto:Doris.Coleman@fultoncountyga.gov)>  
**Subject:** Exide Batter Property

Hi Doris,

My name is Brian Corry. I am a resident of Capitol View and I wanted to reach out regarding the proposed Exide Battery Factory development.

I want to say first - our neighborhood welcomes development. We're in dire need of many community amenities that are out of reach for many in our community without vehicles. We welcome interest in development of the Exide property.

I am concerned, however, that this was pursued without meaningful (or nearly any) engagement with Capitol View residents, including the neighborhood association. This property is quite large and will be, by far, the densest development in our neighborhood and will dramatically change our community.

Again, we welcome change and development, but bringing such drastic change in such a profound way without meaningful community input feels less like enhancement and development and more like throttling our potential.

I ask that the city reconsider this proposal and allow the community's voice to be heard.

Sincerely,

Brian Corry  
1443 Desoto Ave

**From:** Steve Willams <[thepluvial@gmail.com](mailto:thepluvial@gmail.com)>  
**Date:** October 27, 2020 at 9:05:22 AM EDT  
**To:** "Coleman, Doris" <[Doris.Coleman@fultoncountyga.gov](mailto:Doris.Coleman@fultoncountyga.gov)>  
**Subject:** Exide Battery Factory Development

Hello

I am commenting on the RangeWater Real Estate LLC development of the Exide Battery Site.

I oppose their plan for the following reasons:

- The developer presented their plan to Capitol View allowing only a few weeks to respond to the NPU for a vote.
- The developer responded to our questions and concerns that the plan was developed to please the investors
- The developer did not involve the neighborhood in the initial planning.
- The developer's SAP application had minimal AMI and bike parking requirements and maximum parking requirements.
- NPU-X did not approve the plan.

Regards

Steve Williams  
Capitol View Resident  
404-234-1358

**From:** Meggan Kaiser <[kmeggs@gmail.com](mailto:kmeggs@gmail.com)>  
**Date:** October 27, 2020 at 9:23:51 AM EDT  
**To:** "Coleman, Doris" <[Doris.Coleman@fultoncountyga.gov](mailto:Doris.Coleman@fultoncountyga.gov)>  
**Subject:** Exide Battery Factory

Good morning Ms. Coleman,

As you've likely guessed, I'm reaching out regarding the Exide battery factory in the Capital View neighborhood. I'm a resident here, and I've been participating in neighborhood and NPU meetings with the developers.

I am flabbergasted at the lack of true engagement the developers have shown toward us (outside of simply showing up and answering questions), particularly since they will be *drastically* changing our historic neighborhood.

My public comment:

**A team of resident lawyers, architects, and city planning experts even came together to develop a proposal for the Developers, and we have reason to believe that nearly all the carefully-considered suggestions will be summarily discarded.**

**Some of the primary things suggested/requested:**

- 1. Less blacktop/fewer parking spaces**
- 2. More retail space**
- 3. Building design more in-line with neighborhood aesthetic**
- 4. Entry/exit options through a main street that does not pass through our neighborhood**
- 5. Lower building height**

**Our neighborhood even undertook a traffic study (since the developer declined to do this) and found (if I recall correctly) a 75% increase in congestion on two of our residential thoroughfares.**

**As a development that will change our community forever, we demand to be heard. Atlanta residents deserve better than this bulldozing of sentiment by developers who never bothered to engage with us until the plans were already solidified. ABI and ATL should \*set a standard\* of Beltline development in Historic ATL neighborhoods, and so far that standard tells us that WE DON'T MATTER.**

Thank you!

--

Meggan Kaiser

[bossmeggan.com](http://bossmeggan.com)

706.804.1007

[My book](#) / [insta](#)

# Exide Battery Plant Development Community Feedback and Recommendations

Developed by  
Capitol View Neighborhood Association  
Development Committee



**CAPITOL VIEW**  
ESTABLISHED 1912

# Table of Contents

Note from the Capitol View Neighborhood Association	Page	4
Section I: Neighborhood Concerns		
Resident Perspectives		6
Community Requests		7
Section II: Neighborhood Recommendation		
Affordability		10
Land Use		11
Site Design		13
Beltime Access		14
Landscaping		15
Traffic Study		16
Through Street Connection		18
Parking		19
Lighting		19
Building Design		20
Building Heights		20
Facade Details		25
Summary		26
Contact Information		27



THE PROPOSED EXIDE BATTERY PLANT DEVELOPMENT

## **A note from the Capitol View Neighborhood Association**

Dear Atlanta Department of City Planning:

We provide the attached report of recommendations for the proposed Rangewater development, situated on the former Exide Battery factory site, located at 1246 Allene Avenue. We have discussed the development directly with Rangewater representatives and have reviewed available documents pertaining to the site plans. After much research and deliberation, we cannot support the proposed development as it is currently envisioned. To be clear: we are not opposed to the development of the site, nor do we have any issue with the increased residential density that the plan proposes. Rather, we find that the design of the site plan does not encompass the quality and value of a development that the surrounding neighborhoods and residents deserve. We welcome change, but we insist that a development of this size and impact be more carefully crafted to provide value to existing residents and greater opportunity for versatility well into the future. Our detailed recommendations—which address building scale, BeltLine access, land use, housing affordability, among other topics—follow this letter.

We would like to preface our recommendations with a reflection on Rangewater's approach to the surrounding neighborhood and the NPU. Our principal impression is that Rangewater has rushed through the process of presenting its plans to the neighborhood, requesting support for their SAP application without providing the courtesy of adequate time to process the plans or give proper feedback. To be frank, they have sown widespread distrust among the residents of the neighborhood. Had Rangewater presented its plans well in advance of applying for the SAP, it could have acted to incorporate some community recommendations into the application itself. Instead, Rangewater's representatives chose to file the SAP first, beginning the clock on the 21-day feedback window before they even so much as introduced themselves. Beyond communicating that it did not really value the opinions of the neighborhood, Rangewater also offered a false impression that the neighborhood's input should take the form of an up or down vote of support—that our recommendations would not matter and that there was really not time to change things. As it stands, Rangewater will present to NPU-X for the first time at their general body meeting on October 12th, which is actually after the initial deadline for SAP feedback (October 10th at 12pm), a situation which would have given the NPU no input on the SAP application. Thankfully the city planner reviewing the application agreed to extend the deadline until after NPU-X meets. Realizing the narrow window provided to the NPU, the Capitol View Neighborhood Association quickly formed a committee to review the development, survey neighborhood feedback, and draft a response to present to the NPU for adoption.

We urge the reviewers of Rangewater's Capitol View development application to pump the breaks on what appears to be a rushed effort to develop an important parcel of real estate: one that comprises the entire stretch of the Capitol View neighborhood's direct beltline access and sits squarely between the Pittsburgh Yards site and Murphy Crossing. The impact that this development will have on the BeltLine corridor cannot be overstated.

Sincerely,  
Capitol View Neighborhood Association

## **Section I**

# **Neighborhood Concerns**

## **Resident Perspectives**

## **Community Requests**

**Resident Perspectives**

**Community Survey**

Platforms used: In-person conversations, Nextdoor and Email  
 After five (5) days of engaging with our neighborhood-at-large, we received feedback published on Nextdoor and email about the proposed Exide Battery Development. There is some consensus for the project but with conditions.

Overall, the majority of the residents agree that the scope of project would be too large for the neighborhood in terms of density. The height of the structure on Allene is too tall and needs to be scaled down to a level that would complement rather than compete with the existing street and neighborhood vernacular.

Other mentioned concerns include that having multi-family, affordable housing apartments could bring neighborhood property values down and crime increase. Some residents feel that a mixed-use development could increase property values and is more palatable. Residents would prefer a mixed-use development to include condos and affordable housing apartments, and a few small retail/commercial facilities, such as shops and offices. They request that parking be planned a few blocks away near the Alumna Farm and the Sprint Warehouse.

In addition, residents are concerned that the proposed entrances to the property would increase traffic and reduce the quietness of the neighborhood. We suggest that the points of entrances and exits need to be rerouted to Metropolitan Pkwy instead. There is a deaf school and pre-school/day care in the vicinity of the proposed project, and this project could interfere with residential neighborhood activity due to increased traffic.

In respect to the Atlanta Beltline, neighboring residents think that it would be unfair for the proposed project to have their own direct access to the Beltline, while tenured existing residents will not.

If and once a project is approved the community demands that the design team and developer respect the character of the neighborhood. Working and quiet hours should be applied during construction times as well as once the complex is inhabited.

**Affordable Housing**

Residents have expressed concerns about affordable housing, expressing a desire that Rangewater provide affordability, and also expressing the desire that any affordability provided be of a high quality that fits into the character of the neighborhood. The current plan to provide units within the structure that are of equal quality with non-affordable units meets our concerns, however the volume and depth of affordability planned does not. Our recommendations for Rangewater's affordable housing offerings follow, in Section II.

**Traffic**

Residents have expressed concerns about traffic, expressing concern that the added density will create traffic blocks on Allene Avenue, Erin Avenue, Metropolitan Parkway, Dill Avenue, and other neighboring residential streets. The lack of a cut through from Metropolitan Parkway to Allene Avenue could potentially increase traffic on both of these streets immensely. Our recommendation is that Rangewater perform a traffic and environmental impact study to prove that the proposed traffic plan will not dramatically alter the current traffic situation, or, if it will, that Rangewater presents a traffic improvement plan.

**Architectural Design**

Residents have expressed concerns about the lack of respect and sensitivity to the existing architecture of the neighborhood. It appears that, the character of the neighborhood was not considered at the time of design. The sheer height, materiality, and geometric language of the facades do not seem to be cohesive with the existing site. Residents feel that the presented design, in its current state and scale, is an eyesore to the historic and humble character of the neighborhood.

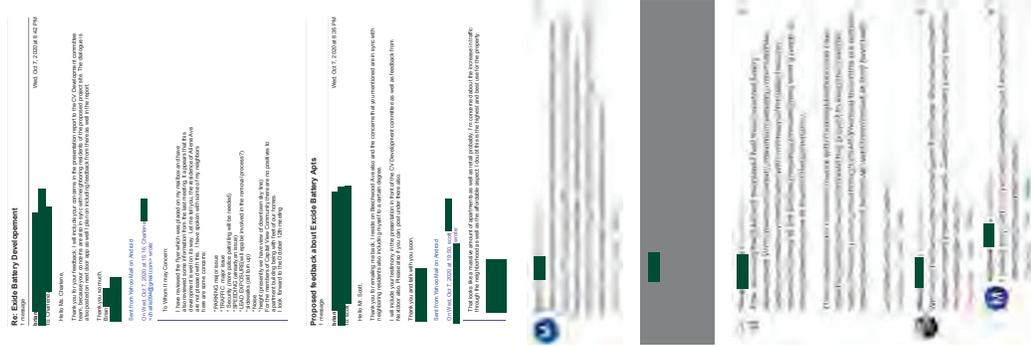
**Community Requests**

**Review Beltline/Murphy Crossings Meetings**

Residents ask that Rangewater and the design team review the Beltline/Murphy Crossings meetings which show several surveys of opinions of neighborhood residents. These meetings and their results can begin to answer questions about the neighborhood attitude and how this particular project can fit into the fabric of the Capitol View neighborhood.

**Review Existing Precedent**

Residents ask that Rangewater and the design team review existing precedents that exist in surrounding neighborhoods that have succeeded. An example is the Sylvan Hills Senior Housing. Mixed income development starting with seniors and finishing off with market rate townhouses.



**Section II**

**Neighborhood Recommendation**

Affordability

Land Use

Site & Building Design

## Neighborhood Recommendation: Affordability

We are concerned about the impact that the proposed Rangewater development will have on the affordability of our neighborhood for current residents, and do not find the existing affordability plan adequate to curb that impact. Rangewater has stated that they will target “creative professionals” to rent their apartments at rates beginning at \$1300/month for a studio apartment. In contrast, the average gross rent for units in the surrounding census tract (comprising the neighborhoods of Capitol View and Capitol View Manor) is \$1179/month. The vast majority of housing units in the surrounding census tract are single-family homes with upwards of 1200 square feet per unit. This means that a creative professional renting a studio apartment in Rangewater’s development will be paying 110% of the rent that a neighbor down the street in a single family home pays. It is a certainty that the presence of this building will apply upward pressure on rents in the surrounding neighborhood, squeezing out existing renters, over half of whom are already estimated to be cost burdened (399 of 613 renter households are cost burdened according to 2013-2017 5-year ACS data).

We encourage Rangewater to revisit its plan to provide minimum affordability standards under the BeltLine inclusionary zoning requirements. At present, Rangewater states it will offer 15% of its units at rates affordable to households earning 80% Area Median Income (AMI). Under this framework, Rangewater’s rent for an “affordable” studio unit—the least expensive unit available—would be \$1158/month: nearly equal to existing average rents in the surrounding neighborhood of detached, single-family homes. When rents rise as a result of Reangewater’s development, families currently renting two-and-three bedroom neighborhood homes would not even be able to afford the “affordable” units set aside in the very complex that led to their displacement.

We urge Rangewater to provide units at deeper levels of affordability to offset the impact its development will invariably have on the surrounding area. If Rangewater is concerned that it cannot afford to set aside units with truly affordable rents, we suggest that they explore engaging with Atlanta Housing’s Housing Choice Voucher program, which would provide full fair market rent for units accepting vouchers. Participation in this program would not impact Rangewater’s bottom line and would provide more space in their development for households who deserve to live in and enjoy the development Rangewater brings to the BeltLine.

## Neighborhood Recommendation: Land Use

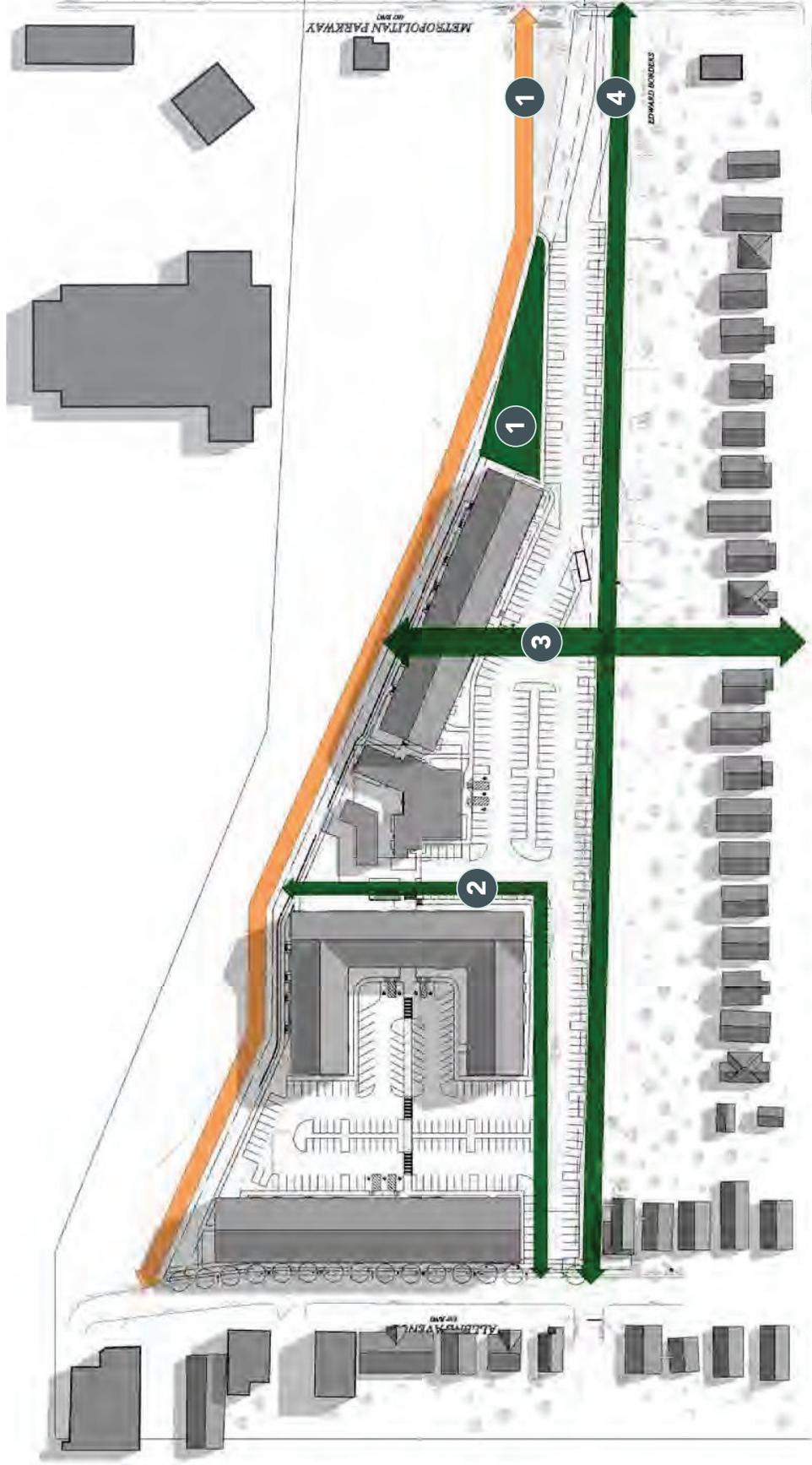
What best fits into the site and supports the neighborhood?  
What types of buildings can be adapted as economics and neighborhood changes?

Rangewater has expressed an awareness that as Atlanta grows in the coming years, there will be a need for greater density, particularly around the Beltline, which was formed for the explicit purpose of connecting the city through walkability, bicycle infrastructure, and eventually, transit. This greater density, paired with these alternate modes of transportation will create an opportunity to reinvision this development in coming years as Atlanta grows.

To that end, we recommend that the development should prioritize adaptability through an emphasis on mixed use. While the current zoning has a focus on residential, there is no reason that the first floor of the buildings cannot be built to allow for a change to commercial or retail use in the future, as demand for those uses increases. They could be built as flexible live-work spaces, for instance. This emphasis on adaptability would ultimately make the development more desirable and resilient, as it would expand the possibilities for future use. We ultimately want the development to be as successful as possible, and we believe that to limit the development’s use to strictly residential would severely limit that success.

We believe the development should also prioritize the adaptability of its surface parking. In a community meeting, Rangewater acknowledged that there may be a demand to repurpose the surface parking of this site in coming years as the demand for density increases. Unfortunately, the plans as presented offer little opportunity to repurpose the extensive surface parking. One parking lot is almost completely surrounded by buildings, which would make future redevelopment of that spot nearly impossible. The rest of the parking is spread out over a narrow slice along the south of the property, such that development of that area would necessarily cut off traffic routes across the site. As presented, it’s hard to imagine repurposing much of the parking without significantly hindering the use of the existing buildings. We recommend that the entire layout of the buildings and parking lots should be changed to allow the maximum amount of flexibility for future development. There should be a plan envisioned for parts of the parking lot to be redeveloped, without impeding the parking that is left.

## Neighborhood Recommendation: Site Design



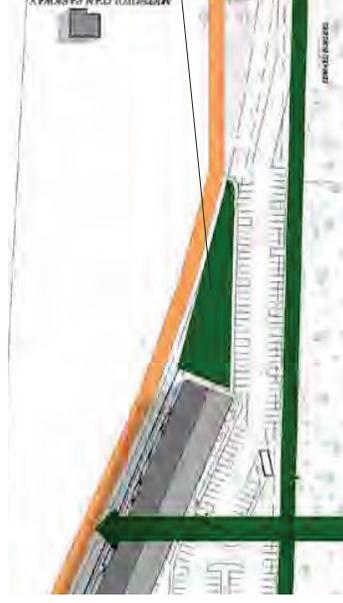
Please see further details on the recommended site design on the subsequent pages. Numbers correspond to the points made in several sections as noted.

## Beltline Access

- 1 The project site parcel stretches across the entirety of Capitol View neighborhood's direct beltline access. The plans presented by Rangewater displayed conflicting design elements regarding public beltline access through their project, making it difficult to understand what their plan is. We understand that Rangewater plans to build a ramp from the sidewalk on Metropolitan Ave south of the existing rail bridge, sloping up to the Beltline. It is our understanding that this ramp would be available to the public. We appreciate this feature of the design, and want to emphasize that **such an access path should be wide enough for comfortable mixing of pedestrians and bikes in both directions, and that it will also be graded to ADA standards for manual wheelchair access.** On at least one site plan provided Rangewater proposed a private dog park on a triangular sliver of land abutting the BeltLine. **We recommend that Rangewater work with the Beltline to instead transform this sliver of land, which runs alongside the public use access ramp from Metropolitan, into a pocket park available for public use.** In addition to signaling a gesture of goodwill to neighbors whose entire beltline frontage is otherwise occupied with this development, doing so would better transition the public access into the BeltLine trail itself.
- 2 The proposed site plans also represented various versions of pedestrian access through and across parking lots. At least one version of the plan did not even include crosswalks where pedestrians would need to cross a parking lot thoroughfare in order to access the BeltLine. We recommend that the development **include protected pedestrian and bike access from the southern face of the Alene Avenue building through the site to the commercial space identified as a potential coffee shop and to the BeltLine, directly.** We also recommend that Rangewater include proper pedestrian-oriented way-finding signage through their property to clearly demonstrate that the access pathways are intended for public use.
- 3 A Capitol View resident whose property abuts the development has expressed interest in working with Rangewater and the BeltLine to create interior neighborhood access to the BeltLine. We hope that Rangewater will take this unique opportunity to explore the possibility of creating access from Erin Avenue across the site plan to the Beltline. Please contact the Capitol View Neighborhood Association [[info@capitolview.org](mailto:info@capitolview.org)] to get in touch with the neighbor who has expressed interest in exploring this possibility.

## Landscaping

Green screening created using trees, bushes and other plantings is an effective and environmentally friendly solution to allow privacy and create noise barriers, among many other benefits. We feel that the southern property line in particular, which backs into the backyards of Erin Avenue residents, deserves a more dense landscape solution than what is currently proposed. Below are some examples of green screening solutions using evergreens and tall hedges that should be considered.



The inclusion of the proposed public park/green space at the site is an idea that we are excited about. The park can become a wonderful addition to our neighborhood, and a great way for future residents to meet with existing residents. The park can also act as a destination point to the adjacent Atlanta BeltLine.

An added advantage to the park is that the area could be developed as part of stormwater, since it is located at the low point of the site. This will be much less costly than the below grade systems that will be required to employ.

## Traffic Study

A development that is increasing the number of households in our community by over 35% will undoubtedly have an impact on traffic in our neighborhood. A traffic study was not provided by RangeWater and Dwell because, apparently, it was not required. Therefore, CVNA sought a third-party resource to provide a traffic study analysis, found in Attachment A.

The study revealed an expected total of 1757 daily trips in and out of the development, with 50% entering and 50% exiting. The study further showed that 87% of these trips, the vast majority, would be directed toward Metropolitan Ave and only 13% directed toward Allene Ave. Importantly, this assumes that the entrance at Metropolitan is a full service entrance allowing both right and left turns, in and out.

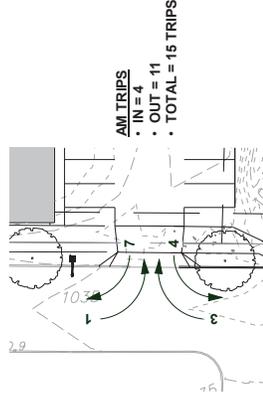
Unfortunately, the bridge abutments directly adjacent to the proposed entrance prevent the possibility of making a safe left turn onto Metropolitan, and it is doubtful that a right turn will be much safer. Therefore it is expected that traffic signaling will be required at this entrance to allow for these expected trips without redirecting them through the neighborhood.

The chart below illustrates the number of trips expected over one peak hour, am and pm, in all directions for Allene and Metropolitan. Looking just at the am rush, there are expected to be 75 outgoing trips to Metropolitan, and only 11 out to Allene. Imagine if none of those 75 could exit at Metropolitan and all of them had to travel on Allene to find their way.

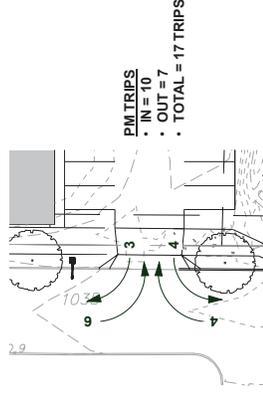
As a matter of public safety, a full service entrance at Metropolitan Avenue is strongly recommended.

### ASSUMPTIONS:

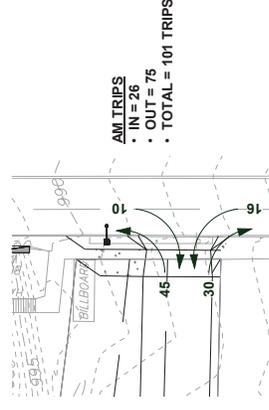
- An estimated 2,500 total daily trips (13% of the total trip distribution) occur on Allene Ave., and an estimated 17,000 total daily trips (87% of the total trip distribution) occur on Metropolitan Pkwy, currently (before considering the proposed development).
- The proposed development will add an estimated 1757 daily trips total split between Metropolitan Pkwy. and Allene Ave., respectively.
- AM peak is 8% of total, and PM peak is 9% of total.
- Entrance on Metropolitan Pkwy. is will be a full service entrance meaning both left and right turns can occur both when entering and exiting the property.



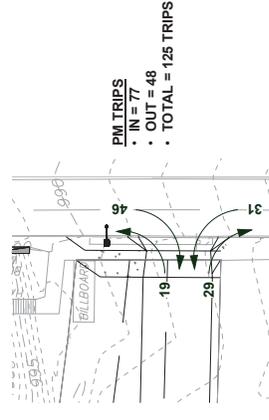
ALLENE AVE. TRIPS - AM



ALLENE AVE. TRIPS - PM



METROPOLITAN PKWY. TRIPS - AM



METROPOLITAN PKWY. TRIPS - PM

## Through Street Connection

**4** We highly and strongly recommend that a new two-way street/pass through be created to connect Allene Avenue with Metropolitan Parkway. Effectively an extension of Beechwood Avenue, this would maintain and extend the existing grid of the Capitol View neighborhood. The entrance into the apartment complex could be moved from Allene onto this street allowing new options on site configurations.

In addition, the proposed roadway could be conceived to incorporate public angled or head in parking on its Northern side to supplant on-site parking given over to this purpose, which will mitigate parking overflow into the already densely-parked Allene Avenue and Erin Avenue.



## Parking

1. The Beltline was envisioned as a way to transform Atlanta by connecting the city with alternate modes of transportation, allowing residents more options to move around the city. The aspiration of the Beltline is to envision a future with less reliance on cars. The Beltline overlay has reduced parking requirements and encourages shared parking, including counting on street parking spaces toward parking minimums.
2. The plans that RANGEWATER presented contain a large number of new off-street parking spaces that are at the maximum allowed for the Beltline overlay. Further, they appear to have made no effort to take advantage of the possibility of shared parking. It is our recommendation that RANGEWATER revisit their plans and severely reduce the amount of off-street parking spaces in their plan, both by simply reducing parking to the minimum required and developing shared parking. There is a particular opportunity for shared on-street parking along the west side of Allene Ave. Placing parallel parking spaces here will give residents of the new development proximity to their buildings, as well as slow down the speed of car traffic along this corridor, which is of particular concern to pedestrians and bicyclists.
3. Reducing parking generally will have a number of positive spillover effects: it will reduce the overall cost of this development and will allow for more affordable housing on this site; it will allow for greater flexibility for the site to be redeveloped as need change in the future; and it will reduce traffic and create less disruption to the surrounding neighborhood.
4. The bike parking is at the minimum required by the Beltline (50) and is for residents only. They do not mention if they are sheltered. Considering the development is on the Beltline and the residents may have visitors, this seems to be too little.

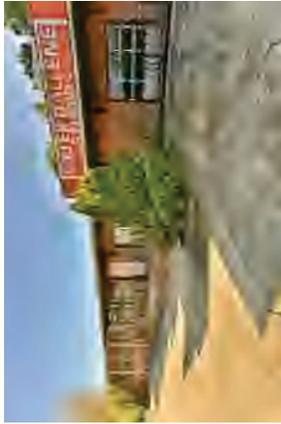
## Lighting Plan

Considering the proximity of the parking area to the properties of our Erin Avenue neighbors, we ask that parking lot lighting is considered with sensitivity to the neighbors and the environment. Moreover, we request that the design team consider other alternative paving materials for the surface parking area that is more environmentally friendly compared to asphalt.

## Neighborhood Recommendation: Building Design

### Building Height

The Exide Battery Factory site is presently surrounded by two-story single family homes and condo/loft buildings. Most of the single-family homes on this street were built in the 1910s to the late 1920s. More recent developments, such as the condo buildings and the Coeur d'Allene lofts, have adhered and respected the existing architecture of these historic homes by limiting heights to two-story at maximum. Below are several photos showing the aforementioned buildings, as well as photos of single-family craftsman bungalows built in the 1920s-1930s and the Westside School, an early childhood education center that serves many of our youngest residents.



COEUR D'ALLENE LOFTS LOCATED ACROSS FROM 1246 ALLENE AVENUE



CONDOS ACROSS FROM 1246 ALLENE AVENUE



THE WESTSIDE SCHOOL, AN EARLY EDUCATION CENTER ACROSS FROM 1246 ALLENE AVENUE



SINGLE FAMILY CRAFTSMAN BUNGALOWS BUILT IN 1920s-1930s, NEXT TO 1246 ALLENE AVENUE

We strongly suggest that the design team and developer revisit the scale and massing of the proposed buildings. Specifically, we ask that the design team and developers lend the same, respectful consideration for the proposed building 3000, facing Allene Avenue. We are aware that the proposed four-story height is allowed by city ordinances, but we have determined that this proposed height creates problems for existing residents. As an example, this building will cast a shadow for current residents - figuratively and literally.

### Building Height, continued



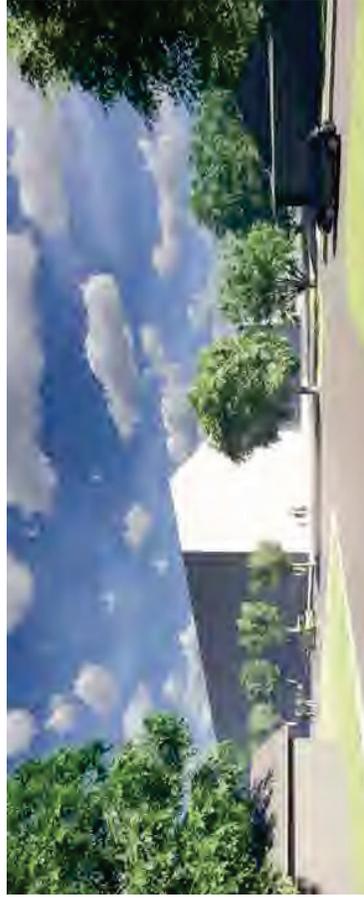
MASSING PERSPECTIVE OF PROPOSED BUILDING HEIGHT (FOUR-STORY) ALLOCATION AT ALLENE AVENUE

The above is a comparison of the proposed building height to the existing building height, taken at the intersection of Allene Avenue and Beechwood Avenue. It is clear to see the sheer scale of the proposed building height, particularly the illustrated Building 3000, literally towering over the existing buildings. We strongly recommend that the developers and design team lower this height to two-story at maximum. The massing perspective below shows a comparison of the proposed building at a two-story height, which residents find more palatable. The following pages offer further visual studies comparing the proposed four-story building and the recommended two-story building.

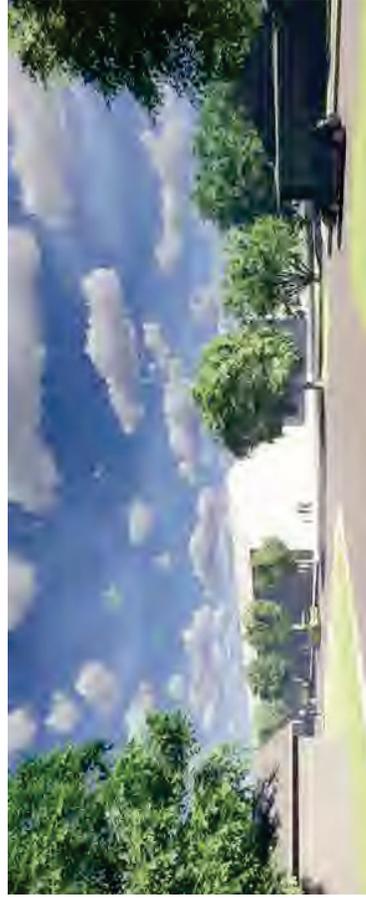


MASSING PERSPECTIVE OF RECOMMENDED BUILDING HEIGHT (TWO-STORY) ALLOCATION AT ALLENE AVENUE

Building Height, continued



MASSING PERSPECTIVE OF PROPOSED BUILDING HEIGHT (FOUR-STORY) ALLOCATION AT ALLENE AVENUE



MASSING PERSPECTIVE OF RECOMMENDED BUILDING HEIGHT (TWO-STORY) ALLOCATION AT ALLENE AVENUE

Building Height, continued



STREET EXPERIENCE OF PROPOSED BUILDING HEIGHT (FOUR-STORY) ALLOCATION AT ALLENE AVENUE



STREET EXPERIENCE OF RECOMMENDED BUILDING HEIGHT (TWO-STORY) ALLOCATION AT ALLENE AVENUE

## Building Height, continued

As our visual studies show, a height reduction for Building 3000 resolves several issues. First, it creates a more cohesive street level experience on Allene Avenue. For lack of better terms, Building 3000 will no longer stick out like a sore thumb. Second, the height reduction also no longer blocks the morning sun shining onto buildings across the street, such as the Westside School.

Third, we believe that additional opportunities exist for the development when Building 3000 is lowered. As a suggested example, the proposed amenity building and swimming pool can be moved to the Building 3000. The building can then house a community fitness center, restrooms for swimming pool usage, mail room, leasing office, business center, and other programs that are typically offered by an apartment complex. The rooftops that are created by lowering the building height can also be used as gathering space for the community (rooftop decks), and/or a community garden for the complex residents.

Relocating the amenity building to the lowered height also creates an opportunity for retail. Potential modular units that can later be converted into retail spaces can be added to the ground level of Building 3000.

With the relocation of the proposed amenity building and swimming pool, Building 1000 gains additional space for an elongation alongside the BeltLine Trail. This extension adds to the number of BeltLine-facing units that certainly are preferred by future residents.

Should there be a need to compensate for the number of units that Building 3000 can no longer support, we are open to increasing the heights of Buildings 1000 and 2000 to five to six stories. By increasing these heights, a concrete structure shall be created to enclose the ground floor (with wood construction on top for levels 2+), which allows for future conversion into retail units facing the BeltLine.

## Facade Details



ELEVATION OF PROPOSED BUILDING AT ALLENE AVENUE

The current proposed design also offers a composition facade that does not compliment the existing architecture. Most of the single-family homes on Allene Avenue are Craftsman bungalows, built in the 1910s - late 1920s. Brick homes, wood siding, and metal cladding can be found on the facade of homes on Allene Avenue. We suggest that the design team revisit the facade design to compliment the architecture of this historic community.

To the right and below are some examples of multi-family buildings that can be found throughout Atlanta that compliment the architecture of our community. Although these are older buildings, we feel that a similar style can be reproduced and applied to the proposed development.



## Summary

The intent of this report is simple: to ask the developer and design team of this project (Rangewater and Dwell, or otherwise), to conduct a thorough engagement with the community and design such a project that will compliment our neighborhood. While we are proud of our identity as a neighborhood as it is, we could accept the proposed development of the site and the increased density it proposes if our concerns about its impact on our community are addressed. We find that the totality of the design for this development does not encompass the quality and value the surrounding neighborhoods and residents deserve. We welcome change, but we insist that a development of this size and impact be more carefully crafted to provide value to existing residents and greater opportunity for versatility well into the future.

It is safe to surmise that preserving the identity and character of a historic neighborhood like Capitol View is critical in our ever-changing city. After reviewing the proposed plans and learning more about the project, the Capitol View Neighborhood Association does not feel that the identity and character of our historic neighborhood has been considered in the development of this project. By its sheer scale, architectural language, affordability, site design, and the manner in which the development team engaged with our community - we conclude that we cannot support this project as-is. We are open to further discussion and dialogue with the developer and design team who, simply put, wish to develop and design responsibly.

The Capitol View Neighborhood, in its entirety, thank you for reviewing our requests and recommendations.

## Contact Information

For further information and clarification of this document, please contact us via email:

**Capitol View Neighborhood Association**  
**Attn.: CVNA Development Committee**  
**info@capitolview.org**

