

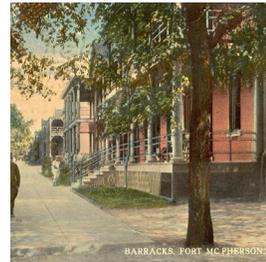


## Fort McPherson Outreach and Landuse Plan

September 2007

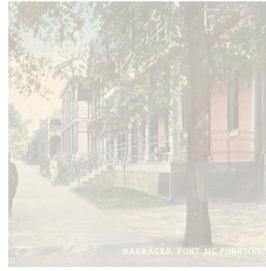
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*\*The Appendix is available as a separate document only.*





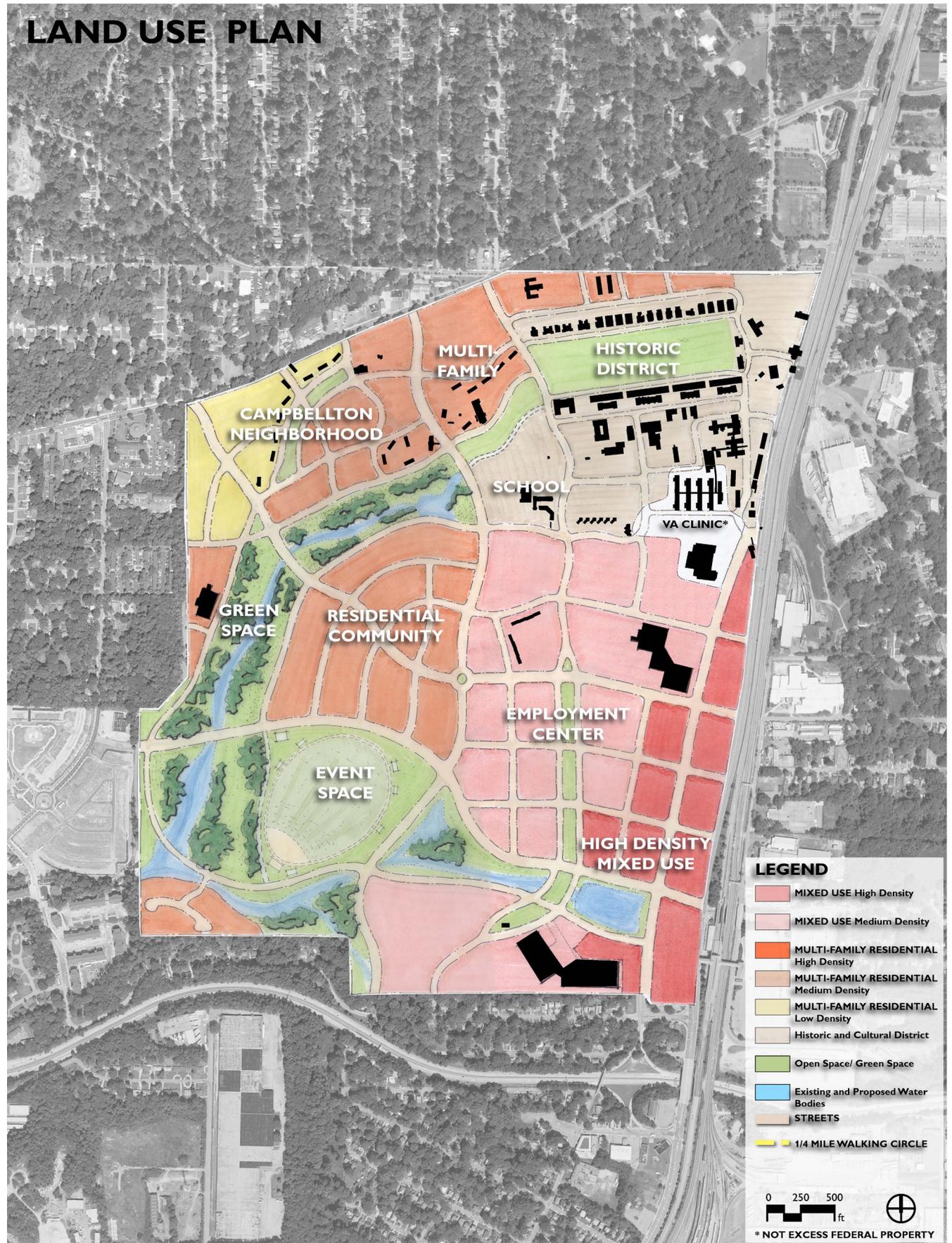


Figure 1. Proposed Land Use Plan



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September 5, 2007

Dear Reader:

Since its creation on December 14, 2005 the McPherson Planning Local Redevelopment Authority ("MPLRA") has been actively pursuing its mission to identify the needs and wishes of the stakeholder communities and prepare a comprehensive land use plan for Fort McPherson. Community outreach was a critical component of this mission. Through an outreach strategy that involved engaging community members and stakeholders in the development of the Reuse Plan, the MPLRA was able to provide the public with early, ongoing and meaningful opportunities for involvement in the planning process and timely contact was maintained with government agencies and other key stakeholders.

Our first step was to establish a vision to "transform Fort McPherson and the surrounding neighborhoods into a nationally acclaimed, world class thriving community where people work, live, learn and play." To keep us on the path towards that vision, we defined a set of guiding principles that were strictly followed throughout the planning process. The Reuse Plan would be guided by market realities, be adaptable to changing conditions, generate a variety of jobs, establish mixed-income neighborhoods and economically uplift surrounding communities. Other principles guided us to honor the history of the site, promote green space and generally promote our work, live, learn and play vision.

This plan forms the framework for achieving the vision of the MPLRA and the aspirations of the stakeholder communities. It will be submitted to HUD and the U. S. Army on behalf of the citizens of Georgia as a part of the overall HUD Application.

I offer my heartfelt thanks to the members of the MPLRA Board, our volunteer Advisory Committees, civic and government leaders and the citizens of each community that participated in this process.

With kindest regards,

A handwritten signature in black ink, appearing to read "Felker W. Ward, Jr.", written over a horizontal line.

Felker W. Ward, Jr.  
Chairman



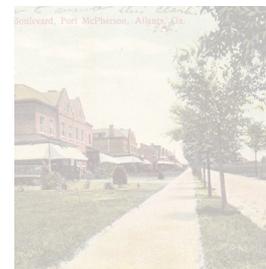




Figure 2-1. Pathway in front of Hospital



Figure 2-2. Early Picture of Post Headquarters

## History and Location

### *History of the Site*

Fort McPherson, a 488-acre military facility located in Southwest Atlanta, Georgia, became the first permanent Army installation in the Southeast on May 4, 1889. It is named in honor of Major General James Birdseye McPherson, a Union army general killed near the post during the Battle of Atlanta on July 22, 1864. Through its century of service to the country, the post was used as a general hospital during World Wars I and II, a prisoner of war camp, a training area for the Civilian Conservation Corps and a separation center.

Today, historic Fort McPherson is home to Headquarters, U.S. Army Forces Command, Third U.S. Army and the U.S. Army Reserve Command. The historic district of the post sits on 108 acres of land.<sup>+</sup> The 40 buildings that comprise the historic district are listed on the National Register of Historic Places. The property has 71\* acres (15%) dedicated to administrative use, 58\* acres (12%) of family housing and an 18-hole golf course (approx 206\* acres). The base has approximately 2,334,267<sup>+</sup> square feet of Army owned building space including 102 family units. Utilities serving the property are not privatized.\*

### *Current Status*

The 2005 BRAC Commission selected Fort McPherson for closure by 2011. It is viewed by both the community and the Army as a unique and significant redevelopment opportunity for the region. The MPLRA (McPherson Planning Local Redevelopment Authority) was established to lead the reuse planning process.

For Phase 1, MPLRA set out to establish the early vision and guiding principles for the new development with a 90-day visioning process involving various stakeholders. This resulted in the Vision, Mission and Guiding Principles that formed the backbone for this Phase 2 outreach and reuse planning study.

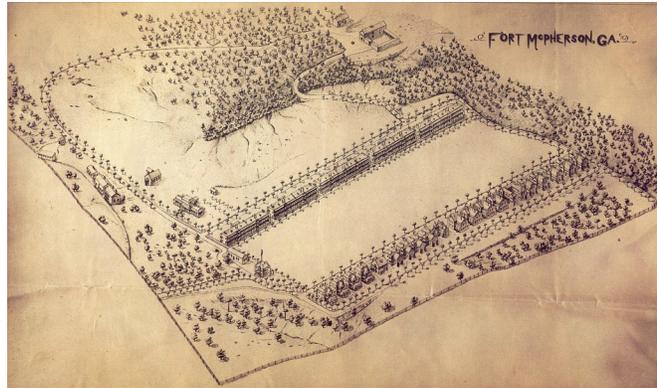


Figure 2-3. Aerial drawing, circa 1890



Figure 2-4. Old Lee Street Gate

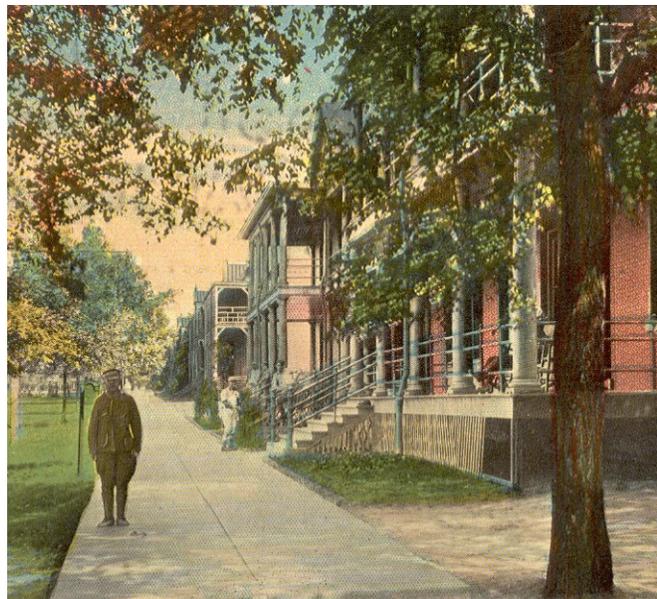


Figure 2-5. Early postcard

<sup>+</sup>Source: US Army Site Assessment Report dated May 2, 2006

\* Source: US Army ECP Report dated Jan 25, 2007.

## Location in Atlanta

Fort McPherson has the benefit of being in close proximity to two MARTA transit stations, Hartsfield-Jackson Atlanta International Airport, Downtown Atlanta, and numerous higher education and health facilities. It is also close to several landmarks such as HiFi Buys Amphitheater and Turner Field,

## MARTA/ Transit Connectivity

The two MARTA transit stations that serve the surrounding neighborhoods are Lakewood/ Ft. McPherson Station at the SE corner and Oakland City Station in the NE corner. This neighboring area is also served by a number of bus routes.

Future transit plans for Atlanta include the “Beltline” and “Peachtree Corridor”. The proposed “BeltLine”, a 22-mile transit loop that will circle the city of Atlanta, will run parallel to the Northern boundary within a mile of the site. “Peachtree Corridor”, a streetcar line running from Buckhead to Fort McPherson along Atlanta’s signature spine, Peachtree Street, will terminate at the Lakewood/ Ft. McPherson MARTA station. Another proposed transit line is the “Brain Train”, which would run from Athens (in the North) to Lovejoy (in the South) and would connect higher education institutions in the region.

## Airport/ Downtown Atlanta

Fort McPherson is located centrally between Downtown Atlanta and Hartsfield-Jackson Atlanta International Airport (HJAIA). Hartsfield-Jackson is the world’s busiest airport\*, and serves regional, national and international passengers by acting as a gateway to the Southeast. Downtown Atlanta, often noted as the capital of the Southeast, is a rapidly developing metropolis, home to international corporate headquarters of numerous Fortune 500 companies and world renown academic and research institutions. Sitting directly between HJAIA and Downtown, Fort McPherson is less than five miles to either location. Situated along the MARTA line it is less than a 15 minute train ride.

\*Source: HJAIA site atlanta-airport.com

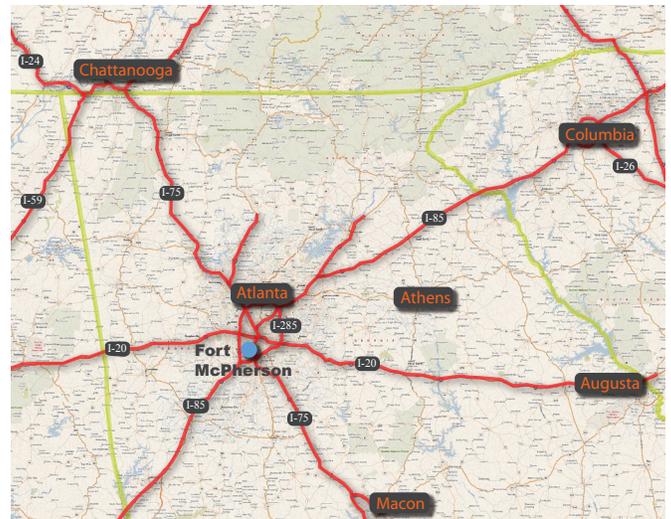


Figure 2-6. Metro Atlanta Region

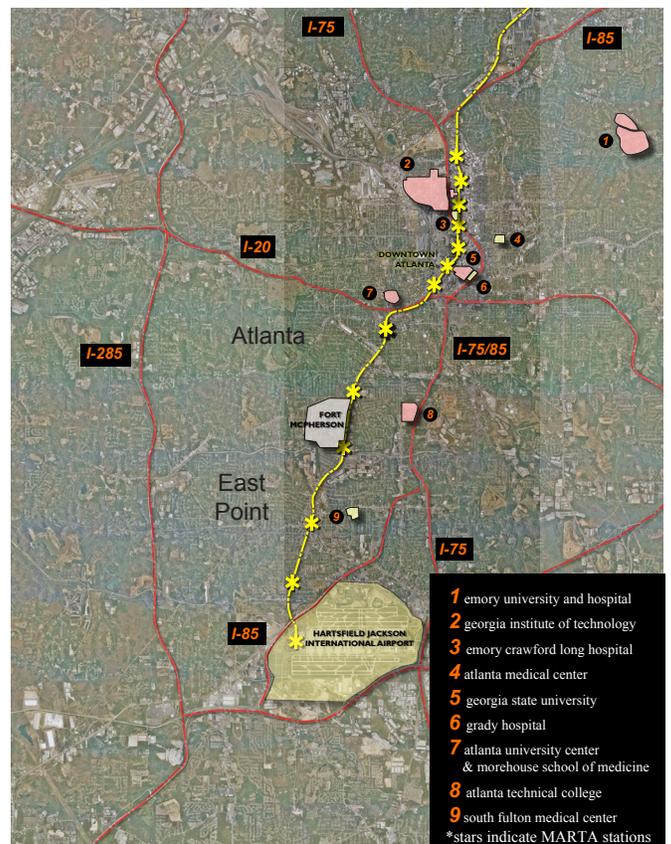


Figure 2-7. Higher Education and Health Institutions

## Higher Education and Health Institutions

Fort McPherson has the benefit of being close to several higher education and health institutions associated with health and research development. These institutions include:

Emory University and Hospital, Georgia Institute of Technology, Emory Crawford Long Hospital, Atlanta Medical Center, Georgia State University, Grady Hospital, Atlanta University Center & Morehouse School of Medicine, and Atlanta Technical College. (Figure 2-7)

### Neighborhoods and NPUs

Contained within NPU S and immediately adjacent to NPU X & R of City of Atlanta and Wards A and B of City of East Point, Fort McPherson is surrounded by several historic neighborhoods, including Oakland City to the North and Sylvan Hills to the East. Immediately to the South is the City of East Point, and Greenbriar Mall is just a 4.5 miles to the west on Campbellton Road. (Figure 2-8)

### Current Redevelopment Projects

There have been several planning efforts in the communities surrounding the site in recent years. (Figure 2-9 and 2-10)

### Transportation Issues and

- The Peachtree Corridor Task Force (2007) – identifies a series of projects for the Peachtree corridor, including construction of a street car line which would terminate at Fort McPherson.
- The Campbellton-Cascade Corridor Studies (2006) – defines projects and recommendations intended to revitalize these corridors, including new connections to Fort McPherson, establishing a Utoy Creek greenway, and creating a neighborhood retail center at the Northern edge of the site.
- The City of East Point LCI (2006) – provided land use and transportation recommendations and identified potential development opportunities, including the redevelopment of the Lawrence Street District brownfield site, which is immediately South of Fort McPherson across Langford Parkway.

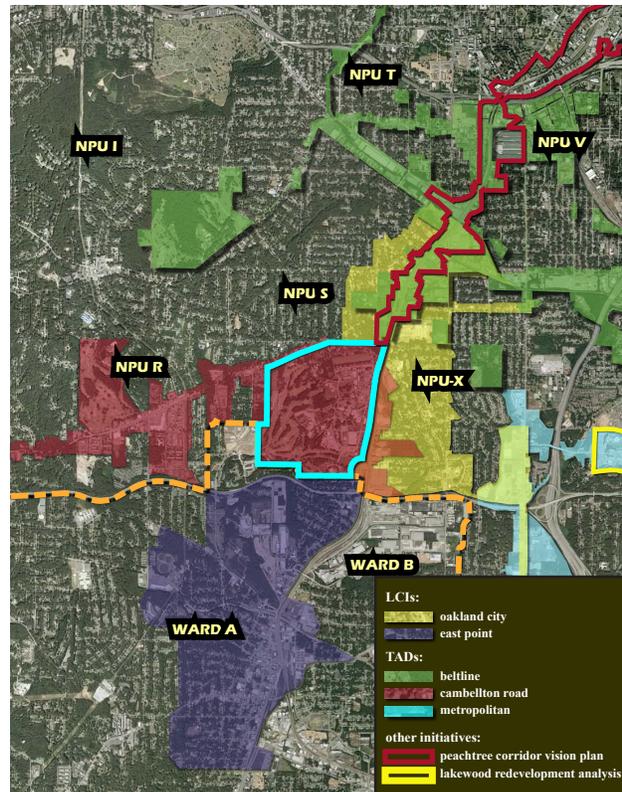


Figure 2-8. Planning Context: NPUs

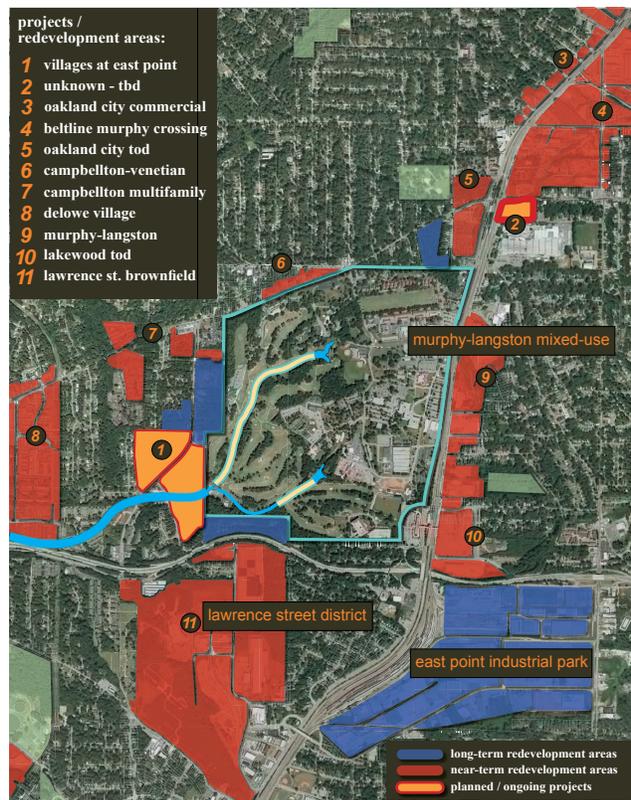


Figure 2-9. Redevelopment Landscape

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- The Oakland City/Lakewood LCI (2005) - identifies redevelopment opportunities around the Oakland City and Lakewood/Fort McPherson MARTA stations on the Eastern edge of the Fort McPherson site, establishing a pattern of mixed-use centers and transit oriented development.
- The NPU-S Comprehensive Plan (2005) – outlines a specific set of neighborhood revitalization, land use, transportation, and open space projects throughout the NPU's in which Fort McPherson is located.
- The BeltLine Redevelopment Plan (2005) - outlines the wide range of redevelopment opportunities associated with the proposed 22-mile BeltLine transit and greenway corridor, which comes within a mile of the Northeast corner of Fort McPherson.
- The New Century Economic Development Plan for the City of Atlanta (2004) - lays out a city-wide economic development strategy with a key goal to increase economic vitality in underserved areas such as Southwest Atlanta. The Campbellton Road corridor, which forms the Northern boundary of the Fort, is one of six Development Priority Areas identified city-wide.

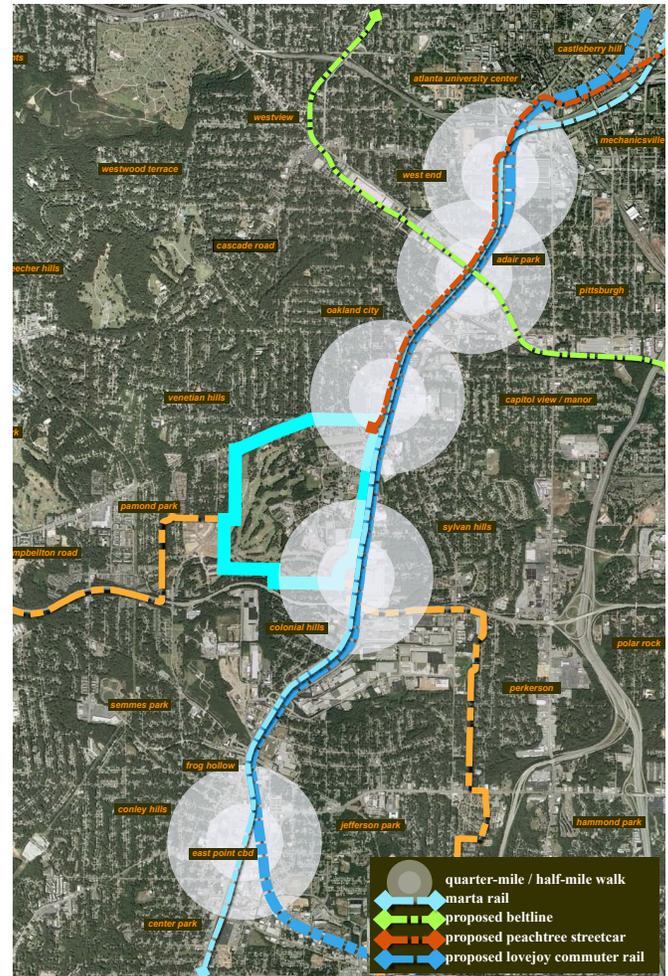


Figure 2-10. Neighborhoods, MARTA Stations, and proposed transit lines

## Existing Conditions

### Site and Existing Conditions

The Fort McPherson site is comprised of 488 acres of land located in southwest Atlanta. Only a small percentage of the land area is currently developed: there is over 220 acres of dedicated recreation space, primarily an 18 hole golf course on the western half of the site. Two existing waterways which feed into the Utoy Creek were piped when the golf course was developed, which has caused some serious flooding issues in recent years. A virtual mini-community exists on the eastern portion of the site, where not only Army training and administrative programs are housed, but all aspects of a self-sustained community exist as well. This includes a bank, convenience store, housing,

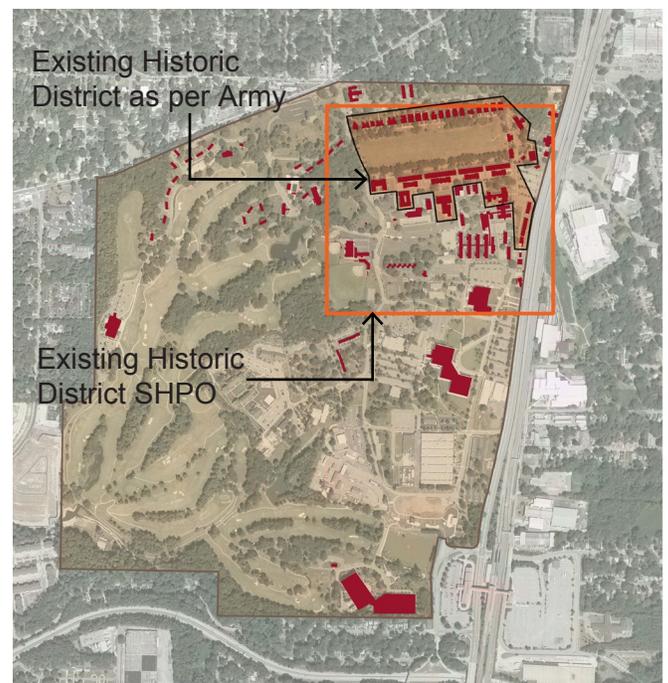


Figure 2-11. Existing Historic Boundaries

recreation, health services, offices, and various other elements. These buildings are non-adjacent and are of a fairly low-density.

The majority of the site slopes to the Southwest corner, and while there is some interesting topography present, very little of the site is un-buildable due to slopes greater than 15% (figure 2-12). Due to the largely undeveloped site, gently rolling topography, existing old tree canopy, and several retention ponds the site has a somewhat bucolic feel, particularly on the Western half (figure 2-13).

The Northeast corner of the site is the location of the Historic District, which dates back to the late 1800's and includes "Staff Row", the original barracks, and the historic Parade Ground along with several other historic buildings, most of which are currently on the National Register. Other architecturally important buildings throughout the site include the FORSCOM building, a concrete central-atrium modernist building built in the 70's; the original gymnasium building, a typical frame construction building from the world war II period; and the USARC (US Army Reserve Command) building, a Class A office building that was completed in 1997.

Currently, there is limited circulation network in place, with primary concentration being on the Eastern half of the site (where the majority of development exists); a loop road which circles the golf course serves as the circulation route for the Western half of the site and there is very limited connection to the surrounding communities (figure 2-14).



Figure 2-12. Site Buildability Analysis



Figure 2-13. Existing Open Space



Figure 2-14. Road access

## Constraints

While the opportunity to create a new community within the City of Atlanta on such a large, transit-served site is indeed unique, this site does have some physical challenges that will have to be overcome.

### Lee Street

Lee Street is a five lane road that serves as the eastern boundary of Fort McPherson. While no traffic counts are readily available for this facility, numerous observations by both the team and local residents suggested that adequate vehicle capacity is available along this street.

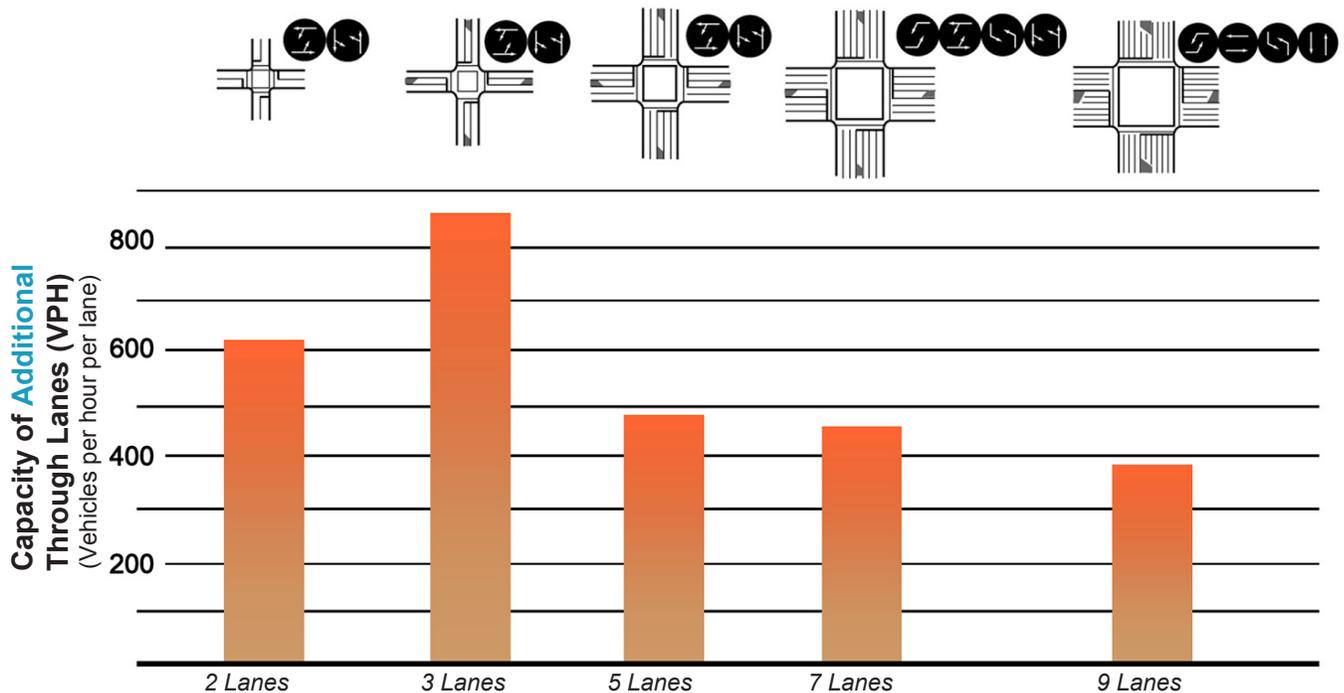


Figure 2-15. Surface Street Planning Capacity

### Surrounding Street Network

Even though Fort McPherson is extremely well-served by mass transit, it is likely that the majority of trips to and from the site will continue to be made by automobile. It is therefore important to understand the availability and shortcomings of the surrounding network. As a framework for this discussion it is useful to consider some basic technical considerations in planning for road capacity. Generally speaking, a limited access highway facility can be expected to carry around 1800 vehicles per hour/per lane. Figure 2-15 illustrates the general capacity for surface streets of various types (2 lane, 3 lane, etc.).

### Stanton Road

Stanton Road is a North-South street just west of the Fort McPherson property. While it is not currently accessible from the site, it does provide a second access point to Langford Parkway via Campbellton Road. This street has a one lane roundabout as an intersection control device which, combined with its 2 lane cross section, could be expected to provide an hourly vehicle capacity of about 1200 vehicles. Currently about half of this capacity is used.

### Astor Avenue/Sylvan Road

Astor Avenue provides an East-West crossing of the rail lines along the eastern edge of Fort McPherson. This street leads to Sylvan Road which has an interchange with Langford Parkway.

### Campbellton Road

This street ranges from 5 lanes in width west of Fort McPherson to 2 and 3 lanes in width along the Fort's northern frontage. This section of Campbellton Road separates Fort McPherson from the predominantly single family neighborhoods to the North. This two to three lane section could be expected to have a vehicle capacity of 1200 to 1700 vehicles per hour. However, existing traffic volumes on the street allows capacity for about 400 additional vehicles in either direction. As it extends West, Campbellton Road provides access to I-285.



Figure 2-17. Campbellton Road along the northern boundary of the site

### Langford Parkway

This four lane, limited-access highway runs along the Southern edge of Fort McPherson. While this facility provides perhaps the most significant access point, it also serves as a barrier separating the site from East Point and other areas to the South. The exit from Langford Parkway to the Fort is also unconventional and constrained in capacity. Access to or from the Eastbound direction of Langford Parkway requires drivers to access Lee Street and make a series of turns as illustrated in Figure 2-16. While the four lanes of Langford Parkway itself could, in theory, provide up to 7000 vehicles per hour of capacity, the traffic already on the facility leaves room for about 1500 more vehicles.

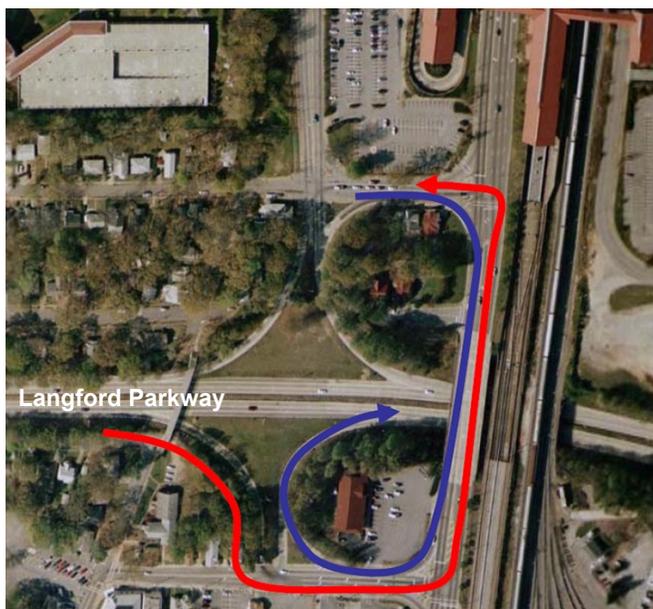


Figure 2-16. Access to Eastbound Langford Parkway

### Access to Transit (Walking)

One of the significant opportunities presented by the planned redevelopment of Fort McPherson is its excellent access to transit. Not only is the Lakewood/Fort McPherson MARTA rail station positioned at the Southeast corner of the site; the Oakland City MARTA rail station is within ¼ mile of the Northeastern boundary of the site. The area is also well served by MARTA bus service, and there has been preliminary discussion of the possibility of an extension of a future Peachtree Streetcar line Southward to Fort McPherson. Success in this regard will entail, among other things, the creation of a true walking environment.

The current walking conditions to access the existing rail transit stations will need to be improved in a number of regards if this vision is to come to fruition. Currently pedestrian access to the Lakewood/Fort McPherson is via a pedestrian bridge over Lee Street which is too wide and along which vehicles drive too fast for it to be considered pedestrian friendly. While this pedestrian bridge does bypass this street barrier, it adds stairs and distance to pedestrian trips. Upon exiting the pedestrian bridge structure, transit riders are required to cross a surface parking lot and/or a series of automobile oriented streets before entering Ft. McPherson property. Once inside the gates, there is no real pedestrian scale network of streets that would be typical of an urban transit environment. If transit it to be truly viable at this station, most of these conditions will need to be improved.

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Likewise, while the site is in proximity of the Oakland City rail station, it is not particularly accessible. Once again, the crossing of Lee Street is separated (a tunnel) and the pedestrian is left in a parking lot. Currently a pedestrian would have to walk another 3000 feet to get to the first potential entrance to Ft. McPherson and another 500 feet or so to get to the first building. Along much of this stretch there is missing or substandard sidewalk and virtually no activity that makes this route feel viable to the average pedestrian. This 'trek' of nearly one mile is unlikely to be considered convenient or attractive by most potential transit users, therefore some physical changes will be required if this station is to be utilized effectively.

**North** – Campbellton Road along the Northern edge of the site is only a two to three lane street. Across from Fort McPherson is a well-connected grid of neighborhood streets leading in all directions. Provided the width of this street is not increased, it has the potential to be a connector rather than a barrier on this Northern edge of the site.

## ***Barriers and Edge Effects***

**East** - Throughout the public outreach process there was much excitement about "taking down the walls" and integrating Fort McPherson into the life of the community and the city. These walls are both literal and figurative. Even after the walls are dismantled, real barriers will still be present and must be addressed. On the Eastern edge of the Fort two barriers are present. Lee Street is a wide, fast and potentially dangerous street to ask pedestrians to use. Some significant improvements to this barrier would be needed to encourage pedestrians to walk along or across this barrier. Once across, the rail corridor presents an even more challenging barrier. The rail infrastructure currently precludes any connections between Astor Avenue and Campbellton Road; a stretch of over 1.2 miles. This is the longest uncrossable stretch of tracks between downtown and I-20.

**South** – Langford Parkway runs along the entire southern edge of the site. Currently vehicles can cross this barrier only along Lee Street, and Stanton Road to the West and pedestrians can cross at a pedestrian bridge just West of Lee Street. The infrequency of crossing opportunities and the distance (for pedestrians) are significant obstacles to overcome.

**West** – The site is not currently connected to the street network (particularly Stanton Road) to the West. West of Stanton Road the streets are not well connected and are more suburban than urban in form.

## Environment/Infrastructure

### Environmental Conditions

The property is roughly rectangular in shape with 253 buildings and structures. Land use within 1/4 mile is residential interspersed with zones of light industry interspersed. The property is bounded by residential areas to the North (Oakland City), East (Lakewood), and West. Mixed residential and industrial areas lie immediately South of the property.

Fort McPherson is used in much the same way as the surrounding communities. The cantonment is broken down into administrative areas, recreation areas, family housing areas, and a small industrial area. From the Spanish-American War until the end of WWII, Fort McPherson's primary missions were the provision of medical services, the processing and training of soldiers and conducting supply and equipment maintenance operations. Since WWII, the base's primary function has shifted towards command and control activities.

The property is drained by the headwaters of the South Utoy Creek, which flows in the Chattahoochee River. The two branches of this drainage way are known as big Utoy Creek and Little Utoy Creek. The existing land use per the Fort McPherson Integrated Natural Resources Management Plan is (table 2-1);

## Biological and Cultural Resources

Since the site lies within the Atlanta area and is largely maintained as a lawn or park-like setting, wildlife is minimal. No threatened or endangered species have been sighted or known to inhabit the site. The common tree species on the site include:

- Loblolly pine (*Genus Pinus taeda*)
- Short-leaf pine (*Genus Pinus echinata*)
- White oak (*Genus Quercus alba*)
- Southern red oak (*Genus Quercus falcata*)
- Black oak (*Genus Quercus velutina*)
- Sweet gum (*Genus Liquidambar styraciflua*)
- Tulip tree (*Genus Liriodendron tulipifera*)

Black cherry, flowering dogwood, sassafras and sourwood are common understory species. The availability and diversity of habitats on the property are limiting factors which control the variety and abundance of birds, mammals, and herpetofauna present.

The following is a summary of the currently identified historical buildings and structures on the property:

One listed National Register district – 41 buildings  
 One building listed individually – Building 532  
 Twenty-six (26) additional buildings and/ or structures were determined eligible by Georgia State Historic Preservation Office – Building 22 is currently under dispute (whether it belongs on the National Register).

| Existing Land Use Allocations |                     |                  |
|-------------------------------|---------------------|------------------|
| Category                      | Approximate Acreage | Percent of Total |
| Administration                | 71                  | 15               |
| Community                     | 51                  | 10               |
| Family Housing                | 58                  | 12               |
| Medical                       | 38                  | 8                |
| Recreation                    | 206                 | 42               |
| Research A& Development       | 61                  | 12               |
| Training                      | 3                   | 1                |
| <b>Total</b>                  | <b>488</b>          | <b>100</b>       |

Source: US Army ECP report dated Jan 25, 2007.

Table 2 - 1

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The following is a list of currently identified archeological resources found on the property:

- One site, lithic scatter and historic ceramic scatter - not eligible
- One isolated find - not eligible

## **Installation Utilities** (figure 2-17)

The current water supply system was installed in 1992-1993. Half of Fort McPherson's water is supplied from the city of Atlanta and half from the City of East Point. Water enters through either a 10-inch or 12-inch line at either the Walker gate or the Lee street gate. There is a 200,000-gallon ground storage tank and an elevated 200,000-gallon steel storage tank located near Patton Gate. Most of the distribution system consists of 4, 6, 8, and 10 inch cast iron pipe. The water supply system is adequate for future development.

The sanitary sewer system is primarily domestic sewage. Sewage is discharged to the city of Atlanta sanitary sewer system and treated in a city-owned treatment plant. The sanitary sewer collection system consists mostly of 6 and 8 inch polybutylene pipes. The system is adequate for the existing uses, but will require extensive upgrade to meet future development including offsite upgrades.

The stormwater collection system is a separate system that drains untreated stormwater runoff to Utoy Creek. The system is fairly adequate for the existing development except during heavy storms. Heavy storm events that produce over 1/2" of precipitation during a 24-hour event produce overflows into the sanitary system and also flood the road that passes through the golf course in the Southwest portion of the base. This system will require a major upgrade to meet future development.

Electrical supply is provided by Georgia Power Company off site. There is one electrical substation located adjacent to Building 363. Some heating is provided by a central boiler plant via steam, however most individual buildings have independent systems. An air propane mixing system is used as a secondary fuel source. These systems are adequate for future development.

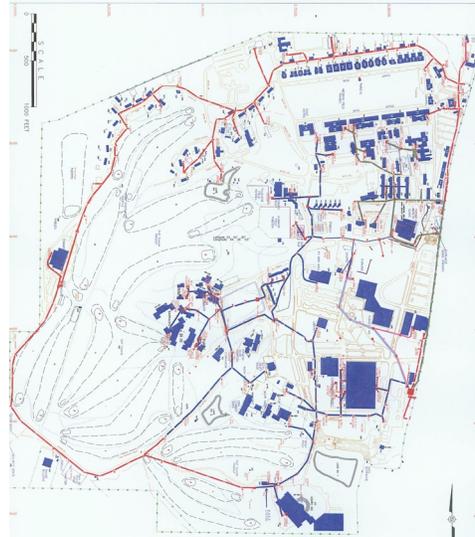


Figure 2-14 Existing General Electrical System



Figure 2-15 Existing Water Supply System

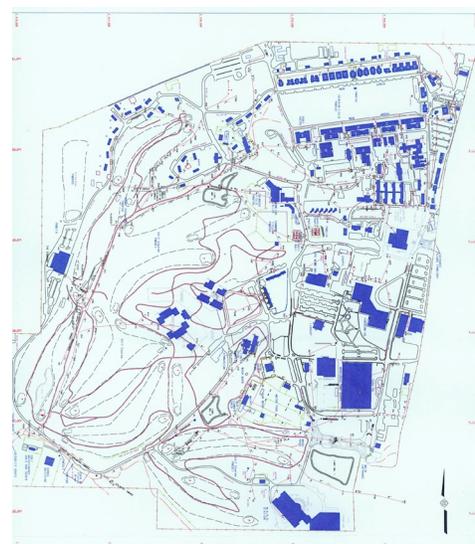


Figure 2-16 Existing Sanitary Sewer

## Environmental Condition of Property (ECP)

The U. S Army's ECP process characterizes the environmental conditions at a given site. Properties at Fort McPherson were classified according to their environmental conditions based on DoD guidance into the following (refer to figure 2-18):

- Category 1 - Uncontaminated – Most of the areas on the site were identified as Category 1 – 389 acres.
- Category 2 – Areas in which only release or disposal of petroleum products has occurred – approximately 33 acres
- Category 3 – Areas in which release, disposal, or migration of hazardous substances has occurred, but in concentrations that do not require removal or other remedial response - no Category 3 property
- Category 4 – Areas in which release, disposal, or migration of hazardous substance has occurred, and all removal or remedial actions to protect human health and the environment have been taken – 1 acre
- Category 5 - Areas in which release, disposal, or migration of hazardous substance has occurred, and all removal or remedial actions to protect human health and the environment have not yet been taken – no Category 5 property
- Category 6 - Areas in which release, disposal, or migration of hazardous substance has occurred, but required remedial actions have not yet been implemented. – no Category 6 property
- Category 7 – Areas that have not been evaluated or require additional evaluation. – 64 acres.

A summary of the Categories that have been used on Fort McPherson is shown in Table 2 – 2 on page 18.

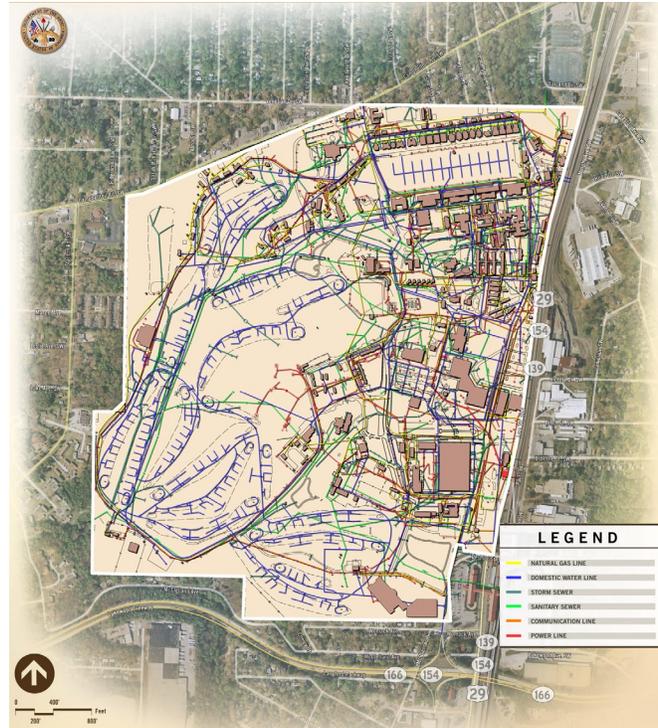


Figure 2-17 Existing Site Utilities



Figure 2-18 Map of Environmental Condition of Property

The level of remediation accomplished under the Army's area of responsibility will be determined through the NEPA process and the preparation of a Finding of Suitability to Transfer (FOST) or Finding of Suitability for Early Transfer (FOSET). Publication 101-510, Section 2905(b)(7)(K)(iii) states that "in preparing the Record of Decision" or other decision documents, the Secretary (of Defense) shall give substantial deference to the Redevelopment Plan concerned."

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| Parcel Numbers                      | Building/Site Identification Site Description  | Possible Phase II ESA scope  |
|-------------------------------------|--|--|
| <b>Category 2</b>                   | 33 acres   |  |
| Parcel 9                            | <b>FTMP-09 Building 143 PX Station</b>   | Continue remediation and monitoring for closure.   |
| Parcel 10                           | <b>FTMP-10 Veterinary Clinic Old PX gas Station. Building 105</b>  | Continue with CAP B petition for Regulatory Closure.   |
| Parcel 12, 13,14, 15,               | Fuel Storage Tanks <b>Buildings 40, 104, 106, 160, 164, 205, 207, 208, 205</b>   | Petroleum contamination Soil Boring for Soil and Groundwater sampling  |
| Parcel 15, 16, 17, and 19           | Fuel Storage Tanks <b>Buildings 207, 208, 214, 326, 345/346, 650</b>   | Locate Tank with Remote Sensing (GPR) Evaluate Petroleum contamination with Soil Boring for Soil and Groundwater sampling                            |
| Parcel 14, 15, 17, 19               | Active UST<br>160, 200, 350, 368, 651<br><b>Building 160, 200, 350 , 651, 368</b>  | Will these be removed and investigated before Base closure?<br>No evidence of release of petroleum products Tank testing and Tank removals as needed |
| <b>Category 4</b>                   | 1 acre   |  |
| Parcel 6                            | <b>Old Incinerator Ash Dumpsite FTMP-06</b>  | Follow-up on obtaining NFA from GAEPD  |
| <b>Category 7</b>                   | 64 acres   |  |
| Parcel 1, 11                        | Operational Areas <b>Building 363 Paint Shop (FTMP-01) Army Parking Lot (FTMP-11) Building 360/363</b>   | VOC contamination Soil Boring for Soil and Groundwater sampling  |
| Parcel 20                           | Former Laundry/dry cleaning areas <b>Building 208/209, 302</b>   | VOC contamination Soil Borings for Soil and Groundwater sampling   |
| Parcel 21, 25, 26 and 27            | Firing Ranges<br><b>Former Pistol Range<br/>Former Atlanta NG Rifle Range<br/>Former Atlanta NG Target Range (including former Skeet range)<br/>Fort McPherson Range</b> | Metals including Lead Soil sampling Limited groundwater sampling, Risk evaluation and remediation  |
| Parcel 27                           |  | Grid Surface soil and shallow subsurface soil sampling<br>Three DPT to evaluate subsurface soil and groundwater for Metals including Lead in soil    |
| Parcel 22, 1 and 23                 | Pesticide Storage and Mixing Areas <b>Buildings 356, 363, 456</b>  | Surface and shallow subsurface Pesticide Soil sampling and Limited groundwater sampling  |
| <b>Category 1</b>                   | (No action)  |  |
| Identified as Category 1(No action) | Asbestos Surveys   | (No action)  |
| Identified as Category 1(No action) | Lead-based Paint Survey  | (No action)  |
| Identified as Category 1(No action) | Radiological Material Buildings 179, 180 and 363   | (No action)  |

Table 2 - 2

## Socioeconomic Profile

### *Regional Population and Employment Trends*

As is well documented, the Atlanta Region experienced dramatic and consistent growth during the 1990s. Between 1990 and 2000, the Atlanta Region grew by 34%, averaging to an annual growth rate of 3.4%, or adding about 87,000 new residents per year. The Atlanta Region was able to move out of the recession of the early 1990s pretty quickly, based on a diversified economic base. In fact, the region doubled its size between 1980 and 2006, as its total population has reached about 3.9 million. The increase between 2005 and 2006 is actually the greatest single-year increase since 1999 to 2000, making it the fourth largest single year increase in the history of the region.

The Atlanta Region experienced a similar phenomenon in job growth, more than doubling during the same time period, to about two million jobs. It is widely known that Atlanta's population growth has been fueled primarily by people moving to the region for jobs. As the national recession slowed job growth, so did Atlanta see a slowing in their population growth until just this year.

Historically, most of the growth within the region was seen in more suburban locations. During the 1980s and 1990s, the North side of town experienced roughly 75% of the region's total growth. In terms of employment, most of the region's job growth happened along the GA400 corridor, in the Perimeter Center area, and in Northern Gwinnett and Forsyth counties. Since the mid-1990s, growth has accelerated on the South side (with I-20 as the demarcation line) as congestion has increased and land has become more expensive on the North side. The region's areas with the greatest population increases between 2000 and 2005 are all located outside I-285.

The closer-in counties in metro Atlanta have continued to add new residents, but their overall population share has declined relative

to outer counties. Incorporated cities in the region accounts for less than a third of the region's population gains between 2000 and 2005. Population density across the metro area continues to be low, in comparison to other large metropolitan cities, but it is increasing.

The expectation across the region is for growth to continue, both in population and employment, but at slower rates than the enormous expansion that was seen during the 1990s. Jobs are expected to increase by 1.2 million by 2030. Population is expected to increase by 2.3 million by 2030. Net in-migration is expected to account for just over half the growth in the region. Suburban counties are expected to experience the highest growth rates over the next 25 years, in terms of both population and employment. ARC's forecasts indicate that the region's economy will still outpace the nation in terms of growth, even though we are not expected to see the phenomenal rates of growth that were experienced in the late 1990s.

### *Study Area Population and Employment Overview*

The area within a one-mile radius of Fort McPherson actually lost population between 1990 and 2000, a decline of approximately three percent. The area within a three-mile radius only saw a growth less than 1% during the same timeframe. Obviously, this does not demonstrate a share of the phenomenal growth some of the Atlanta Region saw during this time. However, it does demonstrate strength in terms of stability and diversity, to show a small level of loss within a 1-mile radius during a time when many other urban areas lost significantly more population within the region. Notable changes have been happening in the area surrounding Fort McPherson since 2000. Between 2000 and 2006, the area within a one-mile radius of Fort McPherson experienced it's most significant growth, with 10.0%; while the area in a three-mile radius was very similar, with 10.8% growth. The population growth in the immediate area of Fort McPherson since 2000 is greater than the national average, as seen in table 2-3 (page 20).

|                    | 1990      | 2000      | 2006      | 2011      | Change 2000-2006 | Change 2006-2011 |
|--------------------|-----------|-----------|-----------|-----------|------------------|------------------|
| 1-Mile Radius      | 11,366    | 11,012    | 12,109    | 12,984    | 10.0%            | 7.2%             |
| 3-Mile Radius      | 99,413    | 100,389   | 111,268   | 120,054   | 10.8%            | 7.9%             |
| City of Atlanta    | 391,647   | 416,474   | 473,988   | 520,880   | 13.8%            | 9.9%             |
| City of East Point | 34,483    | 39,595    | 43,546    | 46,687    | 10.0%            | 7.2%             |
| Atlanta MSA        | 3,069,431 | 4,247,981 | 5,017,397 | 5,625,146 | 18.1%            | 12.1%            |
| United States      |           |           |           |           | 6.3%             | 4.8%             |

Table 2 - 3

Source: DemographicsNow

There has been a clear resurgence of interest in urban intown locations in recent years, and this reflects favorably for the area surrounding Fort McPherson. While employment growth is projected to be moderate for the region, it is still expected to be witnessed in historic employment cores, including Downtown and Midtown Atlanta, which is in reasonable proximity to Fort McPherson.

There are four key geographies that were reviewed for this analysis: one-mile radius around Fort McPherson, three-mile radius around Fort McPherson, the Atlanta MSA, and the nation. On page 4 is a table that illustrates the key demographic and economic elements of the one- and three-mile radii being considered in this analysis. Those that deserve specific highlighting include the following.

The daytime population within the one-mile radius is relatively small, but when considering the three and five-mile radii, that number jumps substantially.

- In terms of households, both the one- and three-mile radii report identical trends to the population changes cited in the previous section.
- Over the past six years, the areas have grown
- Approximately 10% and are expected to increase by between 7% and 8% over the next five years.
- The median age is very similar between the one-mile radius (33.5) and the three-mile radius (34.4). These geographies are notably under the national average of 36.5 years of age.

### Study Area Demographic Overview

As mentioned earlier, across the Atlanta Region, there has been a rediscovery of “intown” living and the benefits of its location. Urban environments that experienced population loss during the 1990s, as more people moved out to the suburbs, have seen an increase in population in the last few years. Previously economically challenged areas, or those that have experienced disinvestment, are being revitalized as people rediscover the qualities that

|                           | 1-Mile Radius | 3-Mile Radius | 5-Mile Radius |
|---------------------------|---------------|---------------|---------------|
| <b>Daytime Population</b> | 1,686         | 32,066        | 206,359       |
| <b>Businesses</b>         | 164           | 2,827         | 10,502        |

Table 2 - 4

Source: DemographicsNow

made these urban environs attractive to residents and businesses originally. In the immediate vicinity to Fort McPherson and in surrounding neighborhoods, it is easy to identify the areas where residents are rehabilitating older homes, building new, infill housing, and reinvesting in the community.

- The one- and three-mile radii perform basically the same in terms of key age groups. They are both higher than the national average for under 18, just under the national average for 25 to 35 year-olds, and well under the national average for those aged over 65 years.

- The three largest age groups in both the one- and three-mile radii are 5 to 13, 35 to 44, and 45 to 54 years of age. These statistics demonstrate established families and people starting families in the area.
- Over the next five years, the largest gains are expected in the age groups over age 65 for both the one-mile radius (34%) and the three-mile radius (58%). Between 2006 and 2011, the one-mile radius is projected to lose population in these age groups: 0-4, 5-13, 25-34, and 35-44. The three-mile radius is expected to lose population in the 0-4 and 25-34 age groups during the same time period.
- Both the one-mile and three-mile radii underperform in terms of those with less than a high school education in comparison to the Atlanta MSA and the nation. The proportion of college graduates in both areas is also lower than both the Atlanta MSA and national averages.
- The per capita income (perhaps the most important statistic to review in terms of understanding how a community is really doing) for the one-mile radius (\$13,599) is 55.4% of the national average. This PCI is also less than half the Atlanta MSA average.
- The three-mile radius per capita income is \$14,429, which is 58.8% of the national average. This PCI is also well below the Atlanta MSA average (52.2%).
- Both the one- and three-mile radii's per capita incomes have increased at about half the rate the national average has grown at since 1990.
- The household income brackets below \$25,000 have been rapidly declining since 1990, and are expected to continue to decline in the future in the one-mile radius. A similar trend has happened in the three-mile radius with households earning below \$35,000. Significant growth in households earning above \$75,000 annually has occurred in both areas being considered; this trend is expected to continue over the next five years.
- Approximately 25% of the households in the one-mile radius and 26% of the households in the three-mile radius earn above \$50,000 annually (compared to 49% of the nation and 58% of the MSA).
- The average household income for the one-mile radius is \$35,323. The three-mile radius' average household income is \$38,026.
- In comparison to the national average household income (\$63,629), the one-mile radius is approximately \$28,300 below the national average and the three-mile radius is approximately \$25,600 below the national average.
- There is even more disparity between the market areas and the MSA average (\$74,787) than the comparison with the nation. The Primary Market Area is approximately \$39,460 below the MSA average and the Secondary Market Area is approximately \$36,760 below the MSA average.
- The one- and three-mile radii's average household size are both slightly bigger than the national average and on par with the Atlanta MSA average.
- Both the one- and three-mile radii's proportion of single-person households is above the MSA and national averages.
- Both the radii areas being considered have a greater proportion of renters than the national and Atlanta MSA averages.
- The one-mile radius' median housing value is \$68,795 and the three-mile radius' median housing value is \$75,585. It is important to remember that this is not an average, but a midpoint in the range of values.
- The bulk of owner-occupied housing (68%) is valued between \$50,000 and \$100,000 in the one-mile radius. Only one percent of housing in the one-mile radius is valued above \$200,000. The owner-occupied housing valued between \$100,000 and \$150,000 is the fastest growing segment.

|  | 1-Mile Radius | 3-Mile Radius |
|--|---------------|---------------|
| <b>SIZE OF MARKET</b>                    |               |               |
| Residents                                | 12,109        | 111,268       |
| Households                               | 4,400         | 40,270        |
| Daytime Population                       | 1,686         | 32,066        |
| <b>CHARACTERISTICS OF MARKET</b>         |               |               |
| <b>Age</b>                               |               |               |
| Under 18                                 | 33.0%         | 32.4%         |
| Between 25 & 35                          | 12.9%         | 12.0%         |
| Over 65                                  | 7.9%          | 9.6%          |
| <b>Income</b>                            |               |               |
| Per Capita Income (PCI)                  | \$13,599      | \$14,429      |
| PCI as % of National Average             | 55.4%         | 58.8%         |
| Change in PCI since 1990                 | 44.2%         | 51.1%         |
| Household Incomes<br>\$25,000 - \$49,999 | 32.7%         | 28.9%         |
| Household Incomes<br>Above \$100,000     | 4.4%          | 6.2%          |
| Average Household Income                 | \$35,323      | \$38,026      |
| <b>Households</b>                        |               |               |
| Average Household Size                   | 2.71          | 2.69          |
| Single-Person Households                 | 29.3%         | 30.9%         |
| Owner-Occupied Households                | 33.5%         | 39.0%         |
| Median Housing Value                     | \$68,795      | \$75,585      |
| <b>PROJECTED GROWTH OF MARKET</b>        |               |               |
| Population, 2006-2011                    | 7.2%          | 7.9%          |
| Households, 2006-2011                    | 7.1%          | 7.6%          |

Table 2 - 5

Source: DemographicsNow and Market + Main Inc.

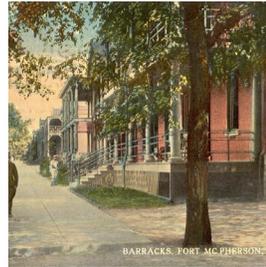
- The bulk of owner-occupied housing (67%) is valued between \$50,000 and \$100,000 in the three-mile radius. Only three percent of housing in the three-mile radius is valued above \$200,000. The owner-occupied housing valued between \$200,000 and \$300,000 is the fastest growing segment.

There is opportunity for these numbers, and the trends they represent, to change as continued development and redevelopment takes place in the greater Fort McPherson area.

*Note:*

Figures 2-14, 2-15, 2-16, and 2-18 were taken from the Final January 5th 2007 Environmental Condition Report by the U.S. Army BRAC for Ft. McPherson, Fulton County Georgia. For more information contact MPLRA at [mcpersonredevelopment.com](http://mcpersonredevelopment.com)

### 3. Vision & Guiding Principles





## Vision\*

Our Vision is to transform Fort McPherson and the surrounding neighborhoods into a nationally acclaimed, world class thriving community, where people work, live, learn and play.

### ***The Redevelopment Plan Will (Be):***

1. Guided by market realities and adaptable to changing conditions.
2. Target knowledge-based industries.
3. Generate a variety of jobs and mixed-income neighborhoods.
4. Economically uplift surrounding communities and the region, enabling existing residents to benefit from the growth.
5. Enhance community services and promote life-long learning.
6. Develop through collaborative processes.
7. Honor the history of the site.
8. Promote sound environmental and energy-efficient concepts.
9. Promote green space.
10. Coordinate closely with other regional developments to complement rather than compete.

The following categories illustrate the manner in which Fort McPherson will address the guiding principles outlined in Phase One of the redevelopment process. These principles will provide a foundation for the development of community, economic viability, vision and the ultimate reality of what Fort McPherson will become.

\* During the Phase 1 study, MPLRA established, through a series of public meetings and stakeholder interviews, the vision, principles and development guidelines for moving the redevelopment of Fort McPherson forward.



Figure 3-1. Medium density mixed use



Figure 3-2. Sidewalk life



Figure 3-3. Research based development

## **Community Building:**

### **A) Provide connections to surrounding neighborhoods:**

- Provide literal connections via an integrated transportation network, as well as community building through outreach to surrounding neighborhoods.
- Development should complement character of surrounding community while retaining a unique and individual feeling.

### **B) Develop with respect to local community:**

- Synthesize development plan with plans for adjacent areas, such as LCI studies, Peachtree Streetcar and the BeltLine.
- Be attuned to the opinions, ideas and needs of the local community, and how they might manifest themselves in physical design.

### **C) Create a place for everyone:**

- Emphasize creation of job opportunities for a full range of skills and income levels.
- Provide housing options for a range of income levels.
- Emphasize the public realm as a place for everyone available to residents and visitors alike.
- Park and open spaces are both regional and local amenities.

### **D) Think locally, act globally:**

- Be attuned to the relationship between the development and adjacent neighborhoods, while recognizing Fort McPherson as an opportunity on a national scale.
- Community is not just locally based, but



Figure 3-4. Multiple forms of transportation



Figure 3-5. Green Space as a public amenity



Figure 3-6. Pedestrian oriented areas

can involve both business and academic communities on a broader scale. Both communities are equally important to the success of the redevelopment of Fort McPherson.

- Emphasize the need for a mutual understanding and relationship between all interested parties.

**Economic Development and Physical Design:**

**A) A jobs generator, targeting knowledge based industries:**

- A minimum of 3 million SF of research and office space create demand for sizeable workforce.
- A development that offers a range of job opportunities from national research positions to local employment.
- A true mixed income community.
- V.A. Clinic and Medical Facilities could provide range of job opportunities.

**B) A thriving work/ live/ learn/ play community**

- A community that offers both market rate and workforce housing.
- A transit oriented development that encourages a pedestrian environment.
- A mix of retail, residential and office uses anchored by a continuous open space network.
- Plenty of residential, retail and green space
  - 4,600 residential units
  - 400,000 square feet of retail
  - A regional open space system
- Uses natural site feature to create passive and active open spaces.
- A wide variety of public space from plazas to playfields.
- Elementary school located in Cultural District.

**C) Nationally acclaimed or world class**

- Academic, research and cultural opportunities that set a bench mark for the State of Georgia and become a national model for mixed-use, research based development.

- A destination and event space linked seamlessly with a regional park.
- D) Developed to complement other nearby redevelopment projects**

- Developed in spirit with concepts and plans for Oakland City LCI Study, Lakewood TOD, Neighborhood Redevelopment Plans, The Peachtree Streetcar and the Beltline.
- Sensitive to principles and direction inherent in the City of Atlanta Comprehensive Plan and City of East Point Comprehensive Plan
- Based on community input and context sensitive design, ensuring that Fort McPherson becomes a local asset and amenity, as well as a regional economic generator.



Figure 3-7. Different densities for offices/ commercial and retail



Figure 3-8. Mixed use development

## ***Implementation:***

### **A) Guided by market realities:**

- Market realities must guide decision making for a successful implementation plan
- Capitalize on recent success of research based development
- Recognize trends towards mixed-use development
- Analyze demand for local employment, retail and amenity needs

### **B) Guided by a committed, influential board**

- Board represents both public and private interests
- Mix of representatives from City of Atlanta, City of East Point, Fulton County and local community leaders
- Board members in touch with community needs and drive towards implementing an economic generator and legacy for the State of Georgia and City of Atlanta

### **C) Managed by a small, highly-skilled development team**

- Development Team has history of experience in Base Realignment and Closure planning
- Well informed and experienced team that recognizes community outreach is essential to the ultimate success of the plan
- Able to reach out to interested parties and investors to drive the development of Fort McPherson

### **D) Supported by community stakeholders**

- Community leaders sit on the Board of Directors for the MLPRA to ensure that citizens needs

and concerns are addressed

- Public meeting and design workshops are intended to inform the public of the progress of the plan, as well as incorporate their input

### **E) Based on a flexible, adaptable plan**

- The plan for Fort McPherson will be implemented based on a set of design and development guidelines that allow for flexibility as the plan progresses towards final implementation, and over the course of the development
- Plan may be phased to allow for development concurrent with the closure of military operations at the base
- Logistics of such a development pattern must be flexible and based on market demands



Figure 3-9. Integration of buildings and spaces

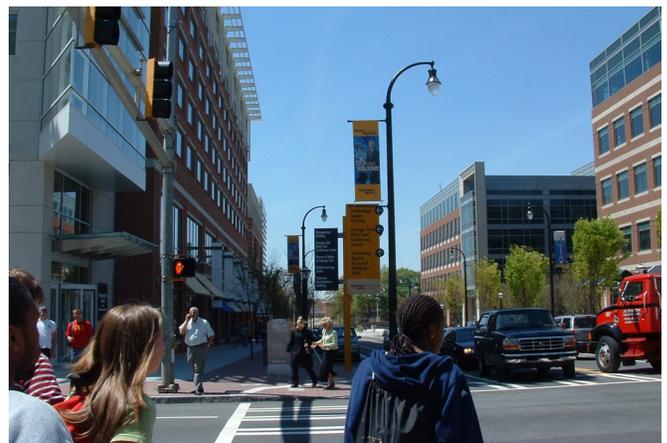


Figure 3-10. Areas friendly to pedestrians and cars

4. Proposed Land Use



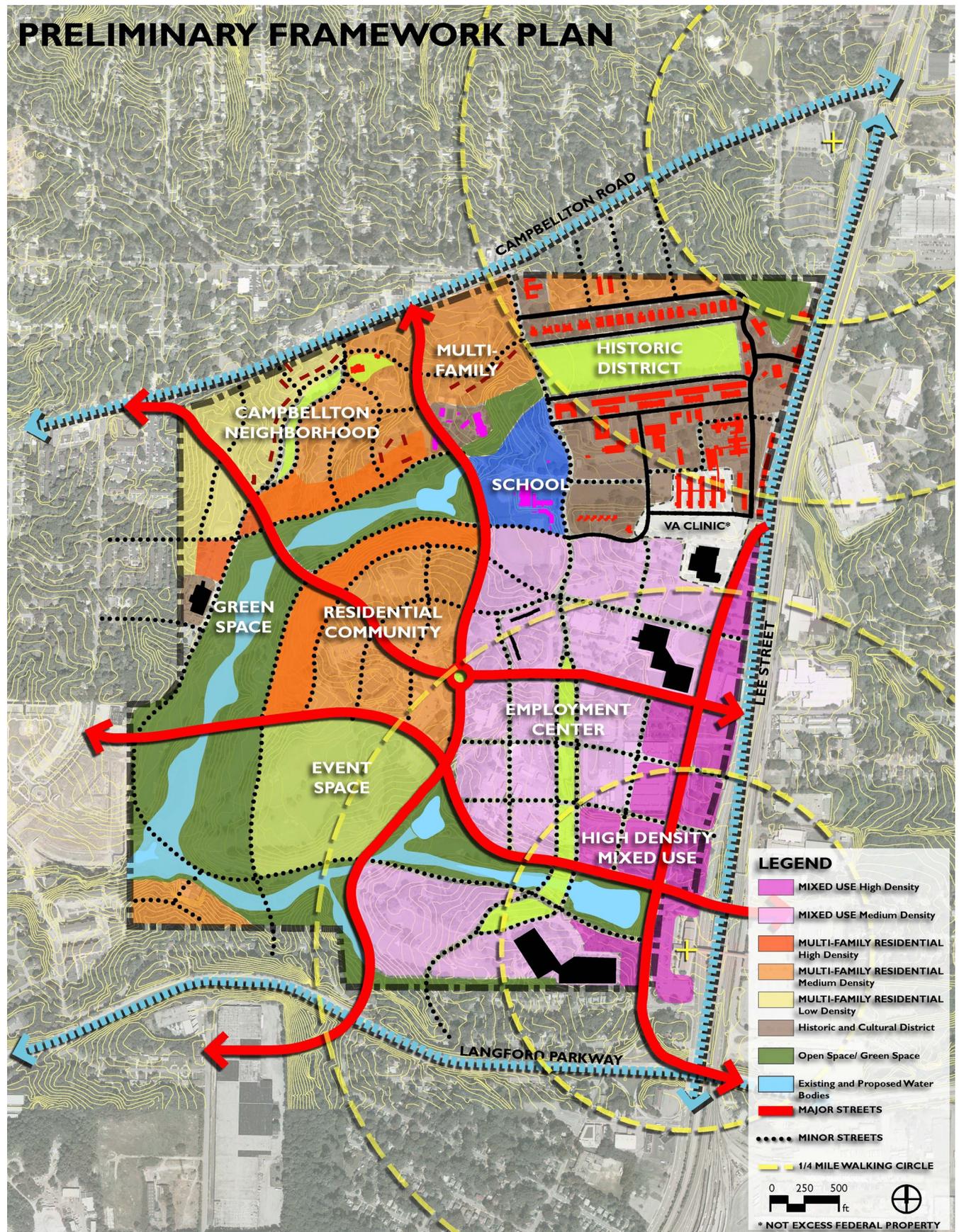


Figure 4-1. Framework Plan

## Framework

The Fort McPherson site is virtually a Federal Island within the City of Atlanta. Even with the benefits of strong proximity to the City of Atlanta, the City of East Point and Hartsfield-Jackson International Airport, until the base is closed in September of 2011, it will remain a federal island within the City limits of Atlanta.

Over a period of time, the base has pulled itself away from the surrounding community by not allowing connectivity back into the surrounding neighborhoods. Most of these moves of isolation were for security reasons. The adding of fencing and closing of some of the gates/entries were due to the very sensitive nature of the base and reactions to 9/11.

Langford Parkway to the South and the difficult edges of Lee Street to the West make this a challenging site. While Lee Street has a Northern terminus at the Atlanta University Center (specifically the entry to Spelman’s campus), it continues South through the West End area of Atlanta and eventually becomes Main Street in the City of East Point. For much of its presence it is bounded on its Eastern side by railroad tracks at grade/street level and the MARTA line overhead. While Lee Street is the more public of all the edges, it is also extremely restrictive and, in it’s existing condition, not very suitable for a “front door” experience. Refer to figure 4-1 for framework plan.

The edge conditions bordering the site are an established neighborhood grid structure/fabric to the North and West, and a very strong yet imposing edge condition to the East and the South. The most restrictive of those conditions is located to the South with Langford Parkway.

The site has two public edges — Campbellton Road and Lee Street. Of all of the different edge conditions surrounding the site, it is the Northern edge, Campbellton Road, that offers the greatest amount of exposure and connectivity to the existing surrounding neighborhoods.

It was important early on in our planning process to build upon opportunities of connectivity back into the



Figure 4-2. Proposed Land Use Areas

surrounding neighborhood fabric. Our framework for the site represents addressing opportunities to bring traffic thru the site and the need to create a 100% corner\*.

The surrounding neighborhood is made up of two types of street patterns: the orthogonal grid type structure and the organic street pattern. The orthogonal grid pattern is more prevalent to the West and the North, while the organic pattern is found more to the Eastern and Southern edges.

Overall, our proposed Framework Plan is broken down into 3 different types of grid/block structures. They are as follows:

1. The existing condition of the Historic District is an area where the majority of roads/streets should be kept intact. This is in direct response to the restrictions surrounding the existing

\*100 percent corner is a marketing term for a location that has maximum visibility and usage from a pedestrian/vehicular point of view. In this context it also means an intersection whose four corners are developable and controlled by the new development.

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Historic structures and the requirement to preserve all buildings. Thus, the majority of the roads in the area should remain as-is due to their relationship with the buildings.

2. The entire Western edge of the site is made up of the Residential Development & Open Space. The fabric here is a response to a less dense structure than that of the Employment District. The pattern also responds to different site conditions, (topography, landscaping, mature trees, etc.) circulation as well as best opportunities for laying out residential program- both single family and multi-family structures.
3. The proposed grid structure is suitable for the Bioscience / Research & Development / Employment Center of the proposed Eastern portion of the site. The street network here is a direct response of the proposed building requirements of occupied space, parking, and establishing a flexible framework to accommodate any number of programs.

The entire Framework Plan is supported by four major circulation/transportation strategies. Two proposed corridors in the North-South direction and two were proposed corridors in the East-West direction. One of the North-South corridors addresses the existing limitations of Lee Street by bringing a new “Main Street” inboard the site to create a “Front Door Experience”. This street would be building upon an existing street within Fort McPherson and creating the primary public face for the High Density Mixed Use area of the site. It is proposed that the Peachtree Street Car would also have a presence along this corridor and terminate at the Fort McPherson MARTA station. The other North-South corridor would provide access to the site from Campbellton Road edge South through the site to the City of East Point crossing over Langford Parkway.

The Northern East-West corridor will also provide entry & access to the site via Campbellton Road through both of the residential districts- the planned Campbellton Neighborhood area to the Northern part of the site and the proposed inboard Residential Community. It will continue through the Employment Center and the High Density area, creating a 100% corner at the newly created “Main

Street”. The Southern-most East-West corridor would allow for connectivity to the City of East Point as well as provide an entry opportunity to the site via the existing entry at the Lakewood MARTA Station.

These four primary circulation/traffic moves allow for connectivity to all four sides of the site while providing ease of circulation through the site and minimizing the traffic impact that would be associated with the proposed development. While these roads represent an essential part of the “skeleton” of the Framework Plan, another major component of the plan is the Green Space.

A major component of this green space is a large festival space that would be used by the City of Atlanta and City of East Point to host special events for residents of the region. Including this, the parade grounds, and linear park with the restored stream, green space makes up approx. 150 acres of the redevelopment plan for Fort McPherson. This area is made up of a network of open spaces that provide connectivity from the MARTA Station at the North end of the site – Oakland City Station to its Southern neighbor – Lakewood/Fort McPherson Station. In addition to the existing Parade Grounds and 4 different lakes, the Green Space would be made up of areas not suitable for building upon; flood plain, areas of steep slopes and areas set aside for environmental concerns. The Green Space would be programmed for a number of different uses to help maximize the overall Live, Work, Play and Learn theme for the entire site. Refer to figure 4-2 for an example of a green space edge condition.

## 1. High-Density Mixed Use District

The extent of the High Density Mixed Use District run North-South along Lee Street between the existing FORSCOM building and the Fort McPherson MARTA Station. They move East-West (in-board 2-3 blocks) to the linear green, which provides a suggestive North/South dividing line between the High Density Mixed Use District and the Employment Center. These blocks were, in part, based on a 5 minute walking radius, whose origin is the Fort McPherson MARTA Station. This 5 minute walk, approximately a ¼ mile, represents the average distance that a person is willing to walk before considering alternate transportation. Essentially, it is an effort to ensure that Fort McPherson is a walkable, pedestrian oriented development that addresses transportation options in a holistic manner. It emphasizes the use of public transit, the ability to walk to destinations and accommodates automobile traffic. In order to support a walkable, transit based development, this area must achieve a certain density. Basically, there must be a critical mass to use transit, support street level retail and create an active and inviting environment. Refer to figure 4-3.

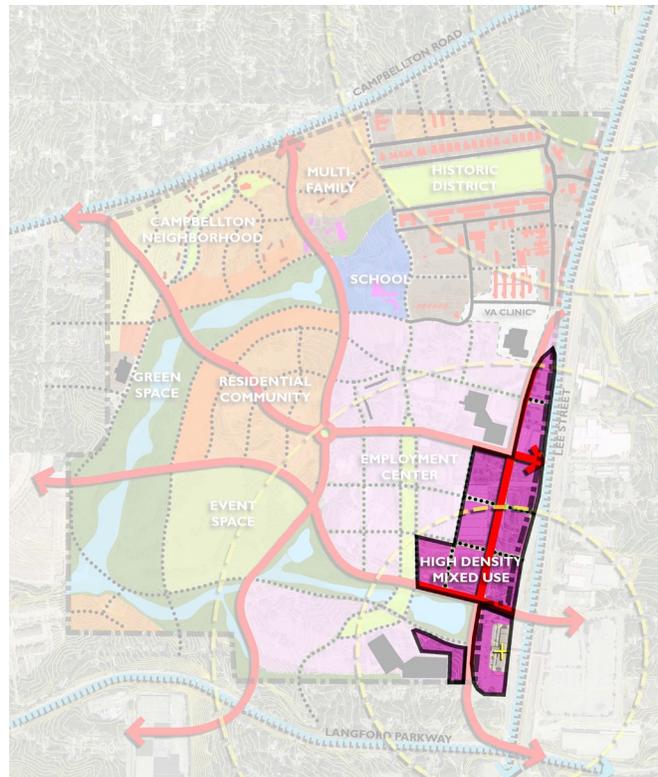


Figure 4-3. High Density Mixed Use District

The High Density Mixed Use District will be an inclusive environment roughly 35 acres in area. Largely anchored by mid-rise residential buildings, it could also have a generous amount of street-level retail, office, grocery, hotel, and amenity space. Its central gathering points will be focused around green space, public plazas and linear retail streets with wide, active sidewalks. The direct access to the Fort McPherson MARTA Station will potentially prove to be the greatest amenity for this development.

The general location of this high density development serves a variety of purposes:

1. It encourages residents and visitors alike to use transit or walking as a viable option for transportation needs.
2. An environment that serves residential, office and retail needs, guarantees an active street presence from morning to night.
3. Locating the core retail and high-density residential areas here not only serves the



Figure 4-4. Medium density office space

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residents and office workers of this district, but also provides daily necessities and amenities for residents and employees located throughout the Fort McPherson Development as they move East-West from MARTA or as vehicular traffic movement from Lee Street.

4. It acts as a complement to the high concentration of office and research development to the West/Northwest in the Employment Center.

Buildings in this district could be between 8-10 stories with retail at street level. Parking decks should be internalized within the block, with office/research or residential/retail fronting the street. Existing parking decks could be wrapped with liner retail/ apartment buildings. The pond area should also be redeveloped with a more urban character with paving, planters, wall seating etc. Refer to figures 4-5 and 4-6 for massing models of the proposed districts.

Pocket parks, ground floor retail, wide sidewalks, and multiple levels of transit are designed to allow for a vibrant street life, and encourage pedestrian activity. Overall, the area will be transit-friendly, with multiple modes of transportation available that provide access throughout the area.

On 35 acres of the high density mixed use district directly adjacent to the MARTA station, the development is projected to be denser than at other places through the site. This district will have roughly 1.16 million sq. ft. of office , 116,000 sq ft of retail space, and 750 residential units. Most of this office space will be for general use and not specific to any particular industry or specialty trade. A hotel/conference facility is also proposed within this district occupying one of the three corners facing the pond. Refer to the Appendix (A6) for the market analysis on hotel demand.

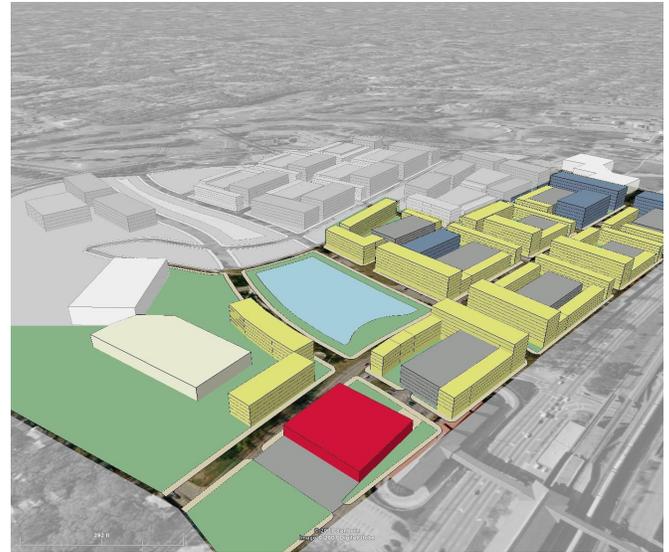


Figure 4-5. Massing model view towards the north west

**Yellow** Residential/Retail    **Blue** Office/Research



Figure 4-6. Massing model view towards the north east

## 2. Medium Density Employment Center

Envisioned as a research based, mixed-use development, the Employment Center is situated between the Residential District to the West and the High Density Mixed Use District to the East. Its Northern border reaches above the FORSCOM building just South of the Historic District.

The Medium Density Employment Center will serve as the anchor for the redevelopment of Fort McPherson while occupying roughly 115 acres centrally on the site. Consisting of 2.4 million square feet of office, research and lab space, it will provide an unprecedented resource for the State of Georgia and an economic boom for the City of Atlanta. The concept of a mixed use research development has been successfully implemented across the country, with particular success at Fitzsimons Medical Center in Aurora, Colorado and MIT Research Park in Cambridge, Massachusetts. A collection of public institutions and private entities will have the opportunity to collaborate and develop on a scale that has not yet been witnessed in the State of Georgia. Refer to figure 4-7.

It is proposed that the development should not conform to the standard pattern of a research park, one that is decidedly exclusive and generally suburban in nature. Instead, the vision is for a “campus” atmosphere within an urban setting. It is an effort to retain a collaborative environment that fits seamlessly into an active, pedestrian-oriented development. In order to retain talent and interest among potential employees, it has become increasingly evident that cities and developments need to cater, not simply to a paycheck, but to a quality of life that potential employees are seeking. This includes offering cultural amenities, convenient shopping, open space and recreational activities, a safe neighborhood and the ability to interact with, and participate in, a true community. Fort McPherson will be able to offer just such a place.

The majority of the buildings in the Employment Center could range from 4 to 6 stories in height. The lab/office buildings may be 5 to 6 stories, while the residential buildings may find themselves at 4 to 5 stories. This height has logistical reasons from a construction standpoint, but also creates a “human” scale, as pedestrians relate to their built

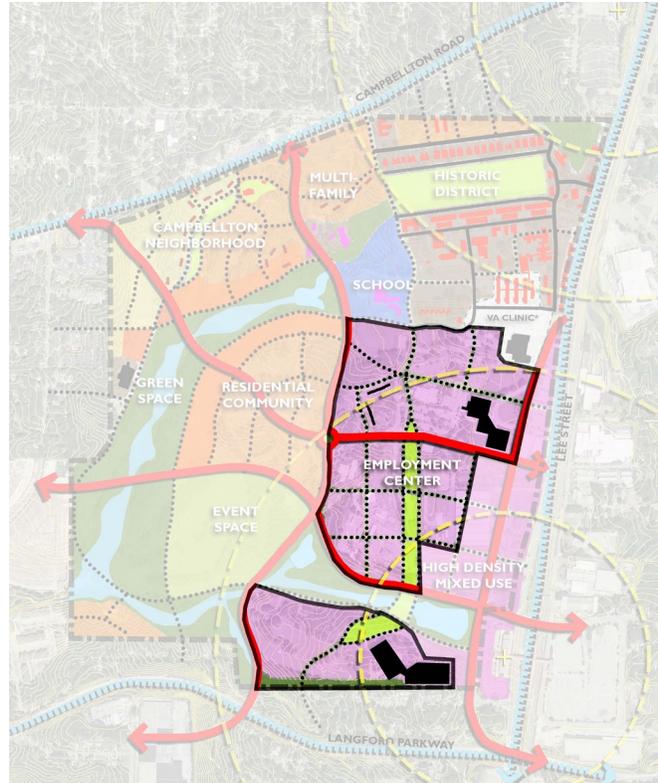


Figure 4-7. Medium Density Employment Center



Figure 4-8. City Plaza



Figure 4-9. Tech Square

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environment. The Employment Center will also include pocket parks and access to regional open space, an amenity for office workers, residents and visitors alike. There will be a special focus on a higher density residential development that could benefit from the close proximity to MARTA and the primary Lee Street corridor.

The signature mall will create an identity for the area as well as provide visual relief from the built forms lining the boulevard. An example of this is Commonwealth Avenue in Boston (refer to figure 4-12).

The Employment Center provides the transition from higher density mixed use to lower density residential with office and residential uses. With 2.4 million sq ft of office space including 587,000 sq ft in existing buildings (USARC and FORSCOMM) the employment center district forms the center of economic revitalization for the area. The knowledge-based research area with Bioscience focus is located in this part of the site. Along with these there could also be regular office buildings and scattered ground retail of about 240,000 sq ft. The district also includes 1,925 residential units comprising of apartments and condos catering heavily to the people employed in the district. Parking shall be shared amongst various uses and not be visible from the sidewalk. There will also be some pocket parks and plazas developed as public open spaces within the district. Refer to figures 4-10 and 4-11 for massing models of the proposed districts.

The State of Georgia is prepared to commit capital and manpower to create a Global Bioscience Center on this site. In making this commitment, the State will satisfy the essential requirement that an entity demonstrate the financial resources to improve the property and create value.

Buildings 409 and 410 located on 1416 Thorne Avenue and 1762 Michael Place have been proposed for a Homeless Assistance Transfer to a selected Homeless Services Provider. Also, the MPLRA has recommended approval of a request from representatives of the Fort McPherson Credit Union (Building 248) and the Associated Credit Union (Building 123) to purchase the federally – owned sites on which their Credit Union buildings are erected.



Figure 4-10. Massing model view towards the south west



Figure 4-11. Massing model view towards the east



Figure 4-12. Commonwealth Avenue Park, Boston, MA

### 3. Historic District

The Historic District occupies the Northeast corner of the site and is organized around the 12.4 acres of Hedekin Field (the Parade Ground). The proposed district boundary is larger than the existing boundary established by the Army Corps of Engineers. This boundary contains buildings currently on the National Historic Register, as well as additional ones that qualify. The Northern boundary runs along the alley behind Staff Row, cutting North behind Building 22 (the WWII housing nicknamed “*The Chateau*”); the Southern boundary follows Anderson Way West from Lee Street to the intersection of Barton Street, and then West to Walker Avenue. The Eastern boundary follows the base property line at Lee Street, while the Western boundary follows Walker Avenue. Refer to figure 4-13.

Several additional historic buildings should be considered for Historic designation. They include the original stables and drill field area (buildings 400 and 401 and the two ball fields), proposed for possible reuse as a community school; the cluster of buildings along Wetzels Drive (the pool, the Child Development Center, and Lee Hall); and the various concentrations of attached housing built in the 1940s. Finally, a number of single buildings also constitute important or unique historic resources – the original Post Engineer’s house (Building 532, built in 1888); the Catholic Chapel (Building 240, built in 1941); the WWII-era gymnasium (Building 422, built in 1943); and the M.A.R.S. facility (Building 326, built in 1959). The reuse plan either incorporates these resources into the open space framework, or proposes relocating them into the main Historic District if possible.

The stately architecture and urban layout of the buildings in the historic district affords a design value exceeding any constraints imposed by adaptive reuse. In particular, the Parade Ground provides a formal urban setting for its peripheral buildings unequalled anywhere in Atlanta with the possible exception of Piedmont Park; while the buildings themselves are architectural masterpieces adhering to the purest principles of urban design. The program for this area therefore builds on the setting by prescribing a combination of limited ground-level retail and restaurants; professional office space; cultural amenities such as galleries; events space;

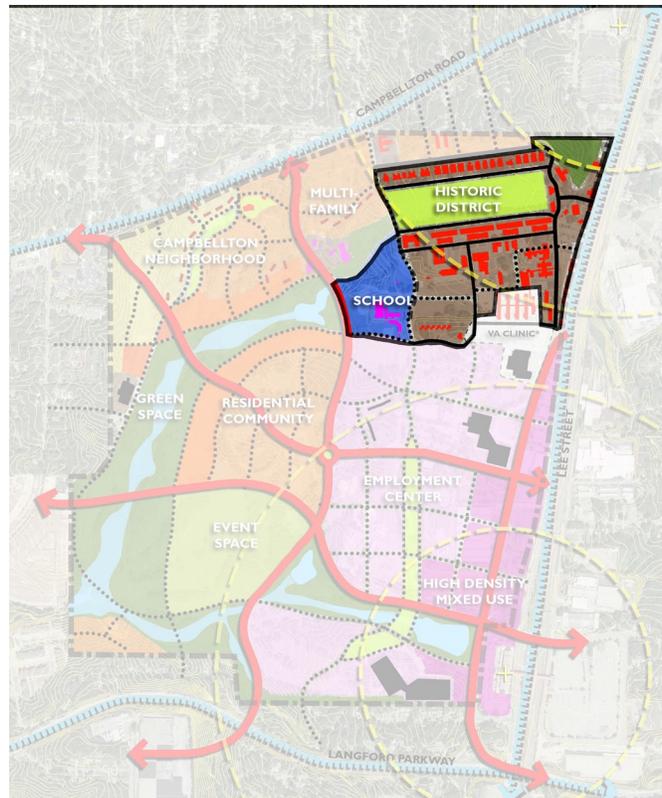


Figure 4-13. Historic District



Figure 4-14. General’s Home

hospitality uses like boutique lodging; and a small amount of exclusive single-family residential on Staff Row (refer to figure 4-14 and 4-15). Some existing uses like the chapel, post office and theater could remain as they currently exist.

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A number of proposed Homeless Assistance Transfer properties are located in this district. Buildings 171 and 170 (Old Hospital Facility) located at 1593 and 1613 Hardee Avenue, Building 167 located at 1655 Howe Street, Building 168 located at 1641 Hardee Avenue, Building 514 (Child Care Center) located at 1608 Wetzell Drive and Buildings 136 through 142 located on 1347 through 1383 Bartow Street have been proposed for a Homeless Assistance Transfer to selected Homeless Service Providers. The MPLRA recommends the transfer of the 11 acre school site to Atlanta Public Schools for the construction of a new school and occupying/maintaining the existing stables with appropriate uses to serve the community.

The picturesque postcards of the base from the 1930s and 1940s describe an atmosphere that captures the best of what Fort McPherson had to offer – a beautifully landscaped environment with simple but elegant buildings and gracious interiors. To do justice to this legacy, the grounds and buildings should be carefully maintained and improved to strive for an environment that showcases the unique qualities of the Georgia Piedmont.

The Historic District is quite urban, especially along Cobb Street. Parallel building facades, street proportions, consistency of building materials, arcades and the human scale of the details – all combine to give the Southern half of the district a feel of older cities like Savannah or Charleston. Opportunities for new infill construction on some of the surface parking lots along Dietz Avenue and Hardee Avenues should replicate these features. Where moving a historic structure from elsewhere on the base is feasible to free up land for new development, these vacant places within the district should be evaluated for their appropriateness to receive the buildings.

Finally, special attention should be given to the original Lee Street gate (Hanley Plaza) and surroundings, especially once the perimeter wall is removed and the gate re-established as the main point of entry to the district. The original street section and gravel surface could be reintroduced to provide an authentic context for the classical façade of the Red Cross building, as could the reconstruction of the original stone and iron



Figure 4-15. Judge Advocate General (JAG) Building

gateposts. Trees should be replanted to line the entry; and the transition to a narrowed Lee Street should be carefully studied and designed to elevate the gate's symbolic importance.

The focus on preservation and adaptive reuse provides a benchmark for future development capacity in the district, which would consist mainly of redevelopment of the surface parking lots. If the scale of the existing buildings is maintained in new development, the ultimate yield of the district can be projected using the Staff Row area as the basis for an average density. Under this assumption, the existing two-story barracks buildings equate to a rough density of 21,200 square feet per acre or an FAR of about 1/2 . The Historic District occupies about 65 acres including the Parade Ground. Applying the 1/2 FAR to the total acreage, about 1.2 million square feet of space would ultimately be available in the district between adaptive reuse and new construction.

#### 4. Campbellton Residential District

The Campbellton Residential District is envisioned as a new residential neighborhood with a mix of housing types that acts as an extension of the historic Oakland City neighborhood directly to the North. Located at the Northwest corner of the site, this district is bounded on the North by Campbellton Road and the Oakland City neighborhood; on the East by the Historic District; on the South by the linear park; and on the West by the Fort McPherson boundary and Stanton Road residential area. This gives an area of about 82 Acres as shown in figure 4-16.

This district will contain a mix of housing types, including the re-use of existing historic housing and community facilities. Currently there are 22 brick colonial revival duplexes which date from the late 1940's as well as three community buildings dating from 1906 to 1930. The MPLRA has identified 41 housing units: Buildings 506 – 510, Buildings 524-529, Buildings 533-538 and Buildings 601-605 as scattered housing to be transferred under a Homeless Assistance Transfer to selected Homeless Service Providers. Additional facilities for Homeless Service Providers that could eventually total 178 units have been proposed as new construction. New construction of these additional units will also occur in the adjoining "Park Residential District." The Campbellton Residential District could also include a 10-acre site proposed under a Homeless Assistance Transfer for construction of a 150-unit apartment community that would reserve a minimum of 15 units for low income or formerly homeless occupancy. The existing pool facility would remain as an amenity for the new neighborhood, and Lee Hall (Building 522) could become a community center. (Refer to Appendix A12).

The remainder of the district will be composed of new residential development with a mix of densities. The Northwest portion of the district will be primarily single-family homes on narrow lots typical of the surrounding historic neighborhoods. The density could increase to the South and East of the district, transitioning to townhomes in the center (adjacent to the existing duplexes), with 4-5 story multi-family housing fronting the park to the South and clustered to the East at the main Northern entrance to the site. This could create approximately 100 new single-family units and 550 multi-family units in this district.

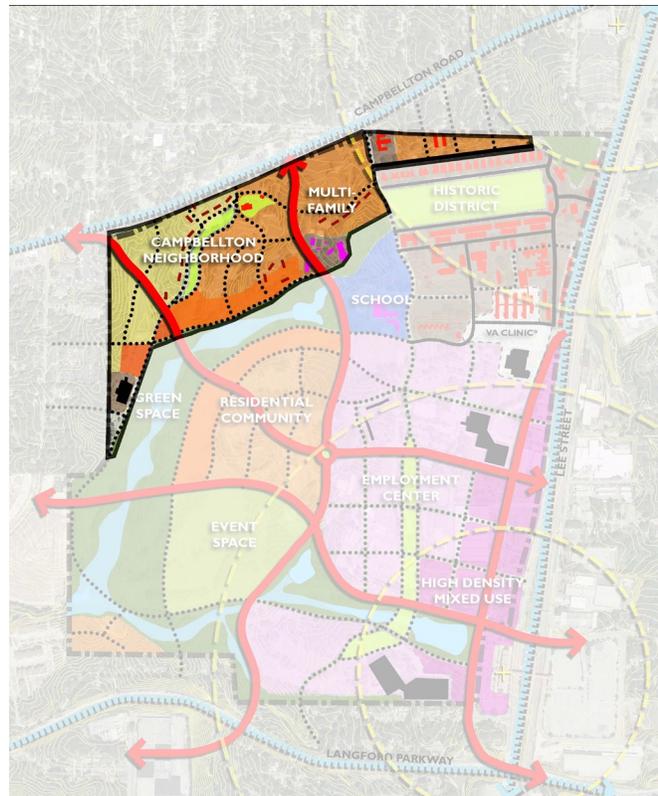


Figure 4-16. Campbellton Residential District



Figure 4-17. Mixed use/ pocket park



Figure 4-18. Single family Craftsman style houses

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Refer to figures 4-17 through 4-19 for examples.

In addition, a linear open space at the center of the district will act as the organizing element to the new neighborhood and connect it to the major park space to the South. This spine of green space will be immediately adjacent to the existing historic duplexes and will connect the major park space to the oldest building on the site, the Post Engineer's House, which dates back to 1888.

This district will act as extension of the existing neighborhoods into the site and should reflect similar design elements such as block sizes, setbacks, architectural quality, and street character, similar to the scale and type found in the Glenwood Park or Mead developments in Atlanta. Single family homes should be on narrow lots, address the street with minimal and normalized setbacks, and be reflective of the 1920's Craftsman style architecture typical of the surrounding area. Townhomes should be of a similar character and be accessed through rear alleys, with parking and service areas hidden from public view. Multi-family development should not exceed 4 stories and have internal, hidden parking. At the Northeast corner of the district, adjacent to the main northern entrance to the site, there may be some opportunity for small-scale, neighborhood serving retail similar to the Highland Walk development on North Highland Avenue. In all cases, block sizes should not exceed 200'x 400' and streets should have on-street parking and streetscape elements such as sidewalks, street trees, and pedestrian-scale lighting in order to improve walkability.



Figure 4-19. Rowhouses



Figure 4-20. Single family homes



Figure 4-21. Mixed use apartment buildings