



# REGIONAL REVIEW NOTICE

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

DATE: Aug 8 2012

ARC REVIEW CODE: R1208081

TO: Mayor Kasim Reed  
ATTN TO: Joshua Mellow, Assistant Director  
FROM: Doug Hooker, Executive Director

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions as well as state, federal, and other agencies. The preliminary report does not address whether the DRI is or is not in the best interest of the local government.

**Name of Proposal:** Lindbergh Retail Shopping Center

**Review Type:** DRI

**Submitting Local Government:** City of Atlanta

**Date Opened:** Aug 8 2012

**Deadline for Comments:** Aug 23 2012 **Date to Close:** Aug 28 2012

**Description:** This project, located in the City of Atlanta, is a proposed mixed-use development with 240 residential units and 183,600 square feet of retail space. The development will include at least one major retail store, a multi-family residential building, and several smaller commercial stores. The applicant has proposed to develop a three-acre public park. The proposed project is located at 690 Lindbergh Dr. NE; 723-745 Morosgo Way NE; and 2472-2480 Adina Dr. NE.

**DRI Checklist Preliminary Summary:**

Regional Consistency Assessment (50%): 91%

Local Impacts Assessment (30%): 82%

Quality Development Assessment (20%): 61%

**Overall Weighted Score: 73%**

**PRELIMINARY COMMENTS:** Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is within an area designated as Region Core and is also located within a Community Activity Center and Station Community. The UGPM and RDG state that the "Region Core is the major economic, cultural and transportation hub of the region. This area is the densest in terms of employment, residential, and cultural offerings throughout the region, with the most developed transit service in the region. The Region Core can handle the most intense development due to the amount of infrastructure already in place; however this infrastructure may need improvements due to its age. The Region Core is in competition with other central city areas in the southeast. The region must work together to keep this area as competitive as possible in order to lure additional jobs and residents. With a growing regional population and growing congestion, this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options. The lack of accessible public greenspace within the Region Core affects the area's aesthetics and overall quality of life for residents and workers."

The UGPM and RDG state that Community Activity Centers "are smaller than regional centers, but serve a similar function on a smaller scale. People travel from the surrounding community to these centers for jobs, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned transit service. In many cases, these centers have high concentrations of commercial or retail space and local plans call for infill development or redevelopment. Older Community Activity Centers were often developed in a suburban, auto-oriented way. They are challenged by limited multi-modal options, which can lead to problems with congestion. Some Community Activity Centers are

newer and consist of “greenfield” development. Local plans and policies call for these areas to develop into locally dense pockets of office, retail, residential and other uses. In both instances, local plans and policies should support efforts to transform these centers into accessible mixed-use centers.

Station Communities, shown in light blue, represent ½ to 1 mile around existing and planned high capacity transit stations. While many transit stations are located in existing centers with transit supportive development and density, many transit stations are underutilized from a land use perspective. This makes it more difficult to fund and operate transit in these places, and transit supportive development will be critical to increase ridership in these locations. Based on the area and place type that station communities are found in, different station communities will have different levels of development and density. Transit ROW and future transit service areas and locations will need to be planned. In doing so, transit supportive densities for future stations will need to be considered.

It is recommended that Station Community densities exceed a minimum of 10 units per acre if located in Developing Suburbs, Established Suburb, Maturing Neighborhood, Town Centers, Wellness District, University District, a Major Retail Attractor, or located along a Redevelopment Corridor. Station Community densities should exceed 20 units per acre if located in Community Activity Center or a Regional Town Center, and exceed a minimum of 30 units per acre located in a Regional Center, Region Core, or a Regional Employment Corridor.

#### Observations:

The Lindbergh Retail Shopping Center is located within ¼ mile of the Lindbergh MARTA transit station and represents a large potential transit oriented development (TOD) opportunity. Both residential and job density are important, as well as a bicycle and pedestrian environment that encourages residents, employees, and visitors to utilize the existing transit facilities. As designed now, the development has several positive attributes, but more can be done to create a true TOD environment.

The proposed development includes several new “public” streets that cut through the existing super block, creating several smaller blocks. This results in smaller block sizes which are easier for pedestrians to navigate around. This also creates multiple routes for pedestrian, bicyclists, and automobiles to use, rather than forcing additional traffic onto existing streets and thus causing additional bottlenecks and local congestion.

Due to the creation of the “public” streets, the proposed buildings are able to “front” the public realm which creates a more comfortable and safe pedestrian environment that will encourage more pedestrian traffic to, from, and through the site.

#### Recommendations:

Given the proximity of this development to the Lindbergh MARTA station, the Lindbergh City Center TOD (the best example of TOD in the Atlanta region) as well as the abundance of existing retail in the immediate area, the development site represents a great opportunity for TOD infill. The ideal development on this site would include additional residential and office uses. If the developer is not able to or interested in providing additional density on this site at this time, the development proposal should be structured in a way as to allow incremental increases in density in the future.

Potential incremental solutions could include: construction of the main retail box, so that parking can be accommodated below or on top of the building now or in the future; placement of utilities along the new streets and internal drives, rather than diagonally through the site; development of ground floor residential units so they could be converted to a commercial or office use in the future;

Within the Lindbergh City Center TOD, Main Street runs from the back of the development, past the transit station to Piedmont Road, and aligns with the east-west street with the Lindbergh Retail Shopping Center DRI. Safe pedestrian access should be provided across Piedmont via this potential connection. Piedmont Road is a State Route, so GDOT will need to be consulted in order to develop feasible solutions.

The developer should consider adding additional “liner” buildings to the parking lot block, so that the parking is screened from view and a true pedestrian environment is created on all sides of the block. Where the addition of liner buildings is not feasible, appropriate landscaping could be used to screen the parking as well. Additionally, the rear of the main retail box is located on Morosgo Drive. This area of the development could be improved by the addition of more liner buildings to activate the blank and inactive side of the retail building

**THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:**

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METRO ATLANTA RAPID TRANSIT AUTHORITY	DEKALB COUNTY	

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or [jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com). This finding will be published to the ARC website.

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



# REGIONAL REVIEW NOTIFICATION

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## DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: Lindbergh Retail Shopping Center *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

***Please Return this form to:***

Jon Tuley, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-3307 Fax (404) 463-3254  
[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)

**Return Date: *Aug 23 2012***

## ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Aug 8 2012

ARC REVIEW CODE: R1208081

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

FROM: Jon Tuley, Extension: 3-3307

### Reviewing staff by Jurisdiction:

Land Use: Tuley, Jon

Transportation: Soldat, Nathan

Environmental: Santo, Jim

Research: Skinner, Jim

Aging: Rader, Carolyn

Name of Proposal: Lindbergh Retail Shopping Center

Review Type: Development of Regional Impact

Description: This project, located in the City of Atlanta, is a proposed mixed-use development with 240 residential units and 183,600 square feet of retail space. The development will include at least one major retail store, a multi-family residential building, and several smaller commercial stores. The applicant has proposed to develop a three-acre public park. The proposed project is located at 690 Lindbergh Dr. NE; 723-745 Morosgo Way NE; and 2472-2480 Adina Dr. NE.

Submitting Local Government: City of Atlanta

Date Opened: Aug 8 2012

Deadline for Comments: Aug 23 2012

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### **Response:**

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

### **COMMENTS:**


**RCA****RCA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 1: REGIONAL CONSISTENCY ASSESSMENT***To be completed by the ARC Staff*

<b>JURISDICTION:</b>	<b>CITY OF ATLANTA</b>				<b>Date RCA Completed, M/D/YYYY:</b> 8/7/12	
<b>DRI #:</b>	<b>2289</b>				<b>RC DRI Reviewer:</b> JT	
<b>TENTATIVE NAME OF DEVELOPMENT:</b>	<b>Lindbergh Retail Shopping Center</b>					
<b>TYPE OF DEVELOPMENT:</b>	<b>Mixed Use</b>				<b>Action Triggering Review:</b> Zoning	
<b>I. REGIONAL PLAN</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score</b> 0, 1, or 3	<b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Is the development consistent with the Regional Development Map and Defining Narrative?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	THE SITE DESIGN COULD BETTER REFLECT IMPLEMENTATION PRIORITIES OF THE REGIONAL DEVELOPMENT GUIDE	SEE ATTACHED PAGES OF THE REGIONAL DEVELOPMENT GUIDE
Is the development consistent with the Guiding Principles of the Regional Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>II. REGIONAL RESOURCE PLAN AND RIRs</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score</b> 0, 1, or 3	<b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
If within one mile of any area on the RIR map, is the development consistent with the Guidance for Appropriate Development Practices in the Regional Resource Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>III. INTERJURISDICTIONAL IMPACTS</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score</b> 0, 1, or 3	<b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Does the development avoid or mitigate negative effect on public facilities (roads, stormwater / floodplain management, water quality, etc.) in neighboring jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are neighboring jurisdictions aware of, and prepared to manage, impacts of the development on public facilities (roads, stormwater / floodplain management, water quality, etc.) in their jurisdictions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING FOR COMMENTS	
Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING FOR COMMENTS	

IV. TRANSPORTATION IMPACTS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is this project consistent with any applicable regional transportation plan(s)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development avoid or mitigate negative impacts on the surrounding transportation network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
V. LOCALLY ADOPTED PLANS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the host government's Future Development Map and any applicable sub-area plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING ON COMMENTS	
VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS)	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the region's CEDS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>RCA POINTS:</b>				<b>22</b>	<b>OUT OF A POSSIBLE:</b>	<b>24</b>
<b>RCA SCORE:</b>				<b>91</b>	<b>RCA WEIGHTED SCORE (50%):</b>	<b>45</b>
ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.						
<b>FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)</b>						
<i>Is the preponderance of answers above "Yes"?</i>	<input type="checkbox"/> <b>YES</b> , "the proposed action <b><u>IS</u></b> in the best interest of the region and therefore of the state." <input type="checkbox"/> <b>NO</b> , "the proposed action <b><u>IS NOT</u></b> in the best interest of the region and therefore not of the state." Other Issues of Regional Concern:					
<i>Has the host local government or the developer agreed to changes that would successfully resolve "No" answers above?</i>	<input type="checkbox"/> <b>YES.</b> <input type="checkbox"/> <b>NO.</b> Narrative:					
<i>Was the answer to both questions in this section "No"?</i>	<input type="checkbox"/> <b>YES.</b> The Regional Commission should consider making a "not in the best interests of the region and therefore of the state" finding. <input type="checkbox"/> <b>NO.</b>					

NOTE: This and other DRI Review forms provided by the Department are intended for use as tools to assist regional staff in the formulation of their recommendations to their executive directors and Regional Councils and to the communities they serve. Their proper use facilitates statewide procedural consistency and service delivery. Regardless of the recommendations generated by this form, all findings subsequently issued by the

Regional Commission are reflective solely of the Commission's own judgment and discretion. Nothing presented in this form is binding upon the exercise of the authority granted to the Regional Commission by Georgia law and Departmental rules. The findings issued by the Regional Commission are purely advisory and are in no circumstance binding upon the authority granted to the host local government by Georgia law.



**LIA**



**LIA**



**ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW**

**PART 2: LOCAL IMPACTS ASSESSMENT**

*To be completed by the ARC Staff*

<b>JURISDICTION:</b>	<b>CITY OF ATLANTA</b>				<b>Date LIA completed, M/D/YYYY:</b> 8/7/12	
<b>DRI #:</b>	<b>2289</b>				<b>RC DRI Reviewer:</b> JT	
<b>TENTATIVE NAME OF DEVELOPMENT:</b>	<b>Lindbergh Retail Shopping Center</b>					
<b>TYPE OF DEVELOPMENT:</b>	<b>Mixed Use</b>				<b>Action Triggering Review:</b> Zoning	
<b>I. ADEQUACY OF LOCAL ASSETS/SERVICES</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Do adequate wastewater/sewerage facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate water supply and treatment facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate stormwater management facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate solid waste facilities exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local school system have the capacity necessary to adequately support the development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0	WAITING ON COMMENTS	
Does the local workforce possess the skills/expertise/education to effectively to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are all other assets/services (public safety, etc.) adequate to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the local government fiscally capable of adequately providing any new facilities/services anticipated/likely to be required by the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Do adequate transportation facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		



If the development is predominately industrial, is it located in close proximity to an interstate highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project? enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If not, will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>III. ACCESS MANAGEMENT</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	TWO DRIVEWAYS ALONG NEW EAST-WEST STREET MAY BE TOO CLOSE TO THE INTERSECTION WITH PIEDMONT ROAD	MOVE THESE DRIVEWAYS AWAY FROM PIEDMONT ROAD
Are all proposed access points outside of the functional area of any adjacent intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE PROPOSED TEMPORARY DRIVEWAY MAY BE TOO CLOSE TO EITHER ADJACENT DRIVEWAY	REMOVE THE TEMPORARY DRIVEWAY ONCE THE ADJACENT DRIVEWAYS ARE AVAILABLE
Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	WAITING ON COMMENTS	
<b>IV. RESOURCE MANAGEMENT</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon WETLANDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are potential impacts upon GROUNDWATER RECHARGE AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RIVER CORRIDORS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PROTECTED MOUNTAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon COASTAL RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FLOODPLAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon SENSITIVE SOIL TYPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon STEEP SLOPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PRIME AGRICULTURAL/FORESTRY AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RARE/ENDANGERED SPECIES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FEDERAL, STATE OR REGIONAL PARKS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Are potential impacts upon HISTORIC RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon DESIGNATED SCENIC BYWAYS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon VIEWSHEDS OR SCENIC AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>LIA Points:</b>		<b>37</b>		<b>OUT OF A POSSIBLE:</b>		<b>45</b>
<b>LIA Score:</b>		<b>82</b>		<b>LIA WEIGHTED SCORE (30%):</b>		<b>16</b>
<b>OVERALL ASSESSMENT OF LOCAL IMPACTS</b>						
<i>Does the host local government need to take action to manage potential adverse impacts of this development?</i>	YES <input type="checkbox"/>		NO <input type="checkbox"/>		NARRATIVE:	
<i>Should special requirements be placed on the developer(s) to mitigate adverse development impacts?</i>	YES <input type="checkbox"/>		NO <input type="checkbox"/>		NARRATIVE:	

**QDA****QDA**

# ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW

## PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT

*To be completed by the ARC Staff*

JURISDICTION:	<b>CITY OF ATLANTA</b>				Date QDA Completed, M/D/YYYY: 8/7/12	
DRI #:	<b>2289</b>				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	<b>Lindbergh Retail Shopping Center</b>					
TYPE OF DEVELOPMENT:	<b>Mixed Use</b>				Action Triggering Review: Zoning	

I. MIX OF USES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development incorporate a mixture of complementary land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development have vertically mixed uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

II. TRANSPORTATION ALTERNATIVES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Are there sidewalks within the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		INFORMATION NOT SUBMITTED FOR THE REVIEW	
Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	BICYCLE FACILITIES WERE MENTIONED, BUT ARE NOT INDICATED ON THE SITE PLAN	
Does the development include multi-use trails that will connect to the external trail network(s)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	A MULTI-USE TRAIL WAS MENTIONED, BUT IS NOT INDICATED ON THE SITE PLAN	

Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and/or pedestrian actuation devices?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	SEVERAL INTERSECTIONS, INCLUDING 1 ON PIEDMONT DO NOT HAVE PEDESTRIAN FACILITIES	
Does the design include pedestrian connections between building entrances and the internal and external sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the development employ pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1350 ft)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	TWO OF THE FOUR BLOCKS INCLUDE BLOCK FACES OF MORE THAN 500 FEET	
Will the development incorporate traffic calming measures, such as narrower street widths, raised pedestrian crossings, or rough pavement materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>III. CONNECTIVITY</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Will the development employ street layouts that match those in older parts of the community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the developments internal street network connect to the existing surrounding street network at many points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development provide multiple ingress/egress points and have access to multiple external roadways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the proposal provide appropriate direct connections to existing adjacent developments/uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the proposal allow for direct connection to adjacent developments/uses in the future (at stub outs, dead end streets, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development include external and internal connections that allow motorists to avoid using the surrounding roadways to access adjacent uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Can the internal street network be reasonably anticipated to add to the public roadway network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Where appropriate, will the development employ mid-block alleys?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

IV. PARKING	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	PROVIDING THE MAXIMUM SPACES ALLOWED	
Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	GIVEN THE DEVELOPMENT'S PROXIMITY TO MARTA BUS AND RAIL SERVICE, PARKING COULD BE REDUCED	REDUCE PARKING PROVIDED
Does development seek shared parking arrangements that reduce overall parking needs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	GIVEN THE DEVELOPMENT'S PROXIMITY TO MARTA BUS AND RAIL SERVICE, SHARED PARKING COULD BE A VIABLE OPTION	PROVIDED SHARED PARKING
Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	LIMITED LANDSCAPING IS PROVIDED TO BREAK UP LARGE PAVED PARKING AREAS	PROVIDED ADDITIONAL LANDSCAPING
Is the development's parking located where it does not visually dominate the development from the street?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	PARKING IS LOCATED ON ITS OWN BLOCK AND IS SURROUNDED BY PUBLIC OR SEMI-PUBLIC STREETS ON THREE OF FOUR SIDES	SHIFT BUILDINGS, PROVIDE ADDITIONAL BUILDINGS, OR USE LANDSCAPING TO SCREEN PARKING FROM VIEW
Does the parking design allow for easy and safe pedestrian access to buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	NO PEDESTRIAN ACCESS INDICATED ON SITE PLAN	
V. INFILL DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development proposing to locate on an infill site with existing infrastructure in place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development re-use or rehabilitate existing and/or historic structures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	THE BLOCK STRUCTURE FITS THE SURROUNDING CHARACTER, WHILE SOME OF THE USES AND BUILDINGS ARE OF A MORE TYPICAL SUBURBAN STRIP FORMAT	
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to revitalize existing neighborhood commercial centers (or create a new one on an infill site) that will serve as a focal point for the surrounding neighborhood and community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Is this a greyfield redevelopment that converts vacant or under-utilized commercial strips to mixed-use assets?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>VI. SENSE OF PLACE</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Does the development create or enhance community spaces such as public plazas, squares, parks, etc?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THERE ARE NO PUBLIC AMENITIES PROPOSED ON-SITE	THE STORMWATER RETENTION PONDS AND OTHER GREENSPACE COULD BE COMBINED AND DESIGNED TO PROVIDE USABLE GREENSPACE
Is the development consistent / compatible with the traditional character of the community, incorporating appropriate scale, placement and massing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	A THREE ACRE PARK HAS BEEN PROPOSED FOR THE SITE. ARC NEEDS CONFIRMATION THAT THIS LAND WILL BE DEEDED OR CONVEYED TO THE CITY OR OTHER ENTITY RATHER THAN HELD FOR FUTURE DEVELOPMENT	
If "big box" retail, is the development designed in a way that complements surrounding uses (e.g. appropriate massing and scale when in developed areas; landscaped buffers/berms when in less developed areas; etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	THE DEVELOPMENT HAS SEVERAL GOOD DESIGN ELEMENTS, BUT THE RETAIL BOX AND ASSOCIATED PARKING LOT ARE OF TYPICAL STRIP DESIGN	USE ADDITIONAL LINER BUILDINGS, LANDSCAPING, AND CREATIVE PARKING SOLUTIONS
If "big box" retail, is the development designed in a way that promotes long-term usability (e.g. allows for subsequent adaptation to other tenants/uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THIS INFORMATION WAS NOT SUBMITTED FOR THE REVIEW	GROUND FLOOR RESIDENTIAL USES DESIGNED TO BE EASILY CONVERTED TO OTHER USE IN THE FUTURE; CREATIVE PARKING SOLUTIONS; UTILITIES PLACED UNDER NEW STREETS OR DRIVES, RATHER THAN DIAGONALLY THROUGH THE SITE
Are structures oriented toward and located near existing and proposed street front(s) with parking located in places other than between the structure and the street/sidewalk?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development design include restrictions on the number and size of signs and billboards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If applicable, will the natural vegetative character of surrounding roadways be maintained (e.g., with setbacks, vegetative buffers, landscaped berms)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>VII. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Is the development designed to be an attractive, pedestrian-friendly activity center serving surrounding residential areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	BLOCK SIZES, PARKING BLOCK, AND BIG BOX FORMAT RETAIL ARE NOT CONDUCTIVE TO PEDESTRIANS	CREATE PEDESTRAIN WAYS THROUGH THE LARGER BLOCKS; REDUCE AND BREAK UP PARKING; AND PROVIDE ADDITIONAL LINER BUILDINGS ALONG STREET FRONTAGES
Will the development include a mix of housing types and sizes evocative of the "traditional" development styles/patterns of the community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Do planned street widths employ TND width standards (i.e. narrow)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	THIS DESIGN IS USED ON SOME OF THE BUILDINGS, BUT NOT ALL	USE LINER BUILDINGS OR OTHER STRATEGIES TO AVOID BLANK, INACTIVE WALLS ALONG THE PUBLIC STREETS
Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>VIII. OPEN/GREEN SPACE CONSERVATION</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Is the development in close proximity with direct access to permanently protected open/greenspace?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Is the development clustered to preserve open/green space within the development site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0	AT LEAST THREE ACRES ARE PROPOSED AS PUBLIC GREEN SPACE, BUT ARC NEEDS CONFIRMATION THAT THIS LAND WILL BE DEEDED OR CONVEYED TO THE CITY, RATHER THAN HELD FOR FUTURE DEVELOPMENT	
Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>IX. ENVIRONMENTAL PROTECTION</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Does the development avoid critical environmental areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		



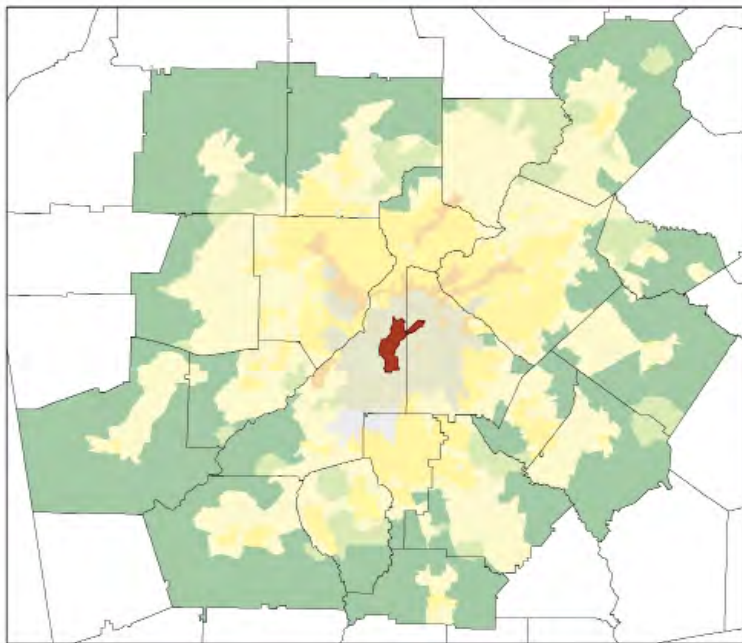
Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development incorporate native and drought-tolerant landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to avoid the need for a stream buffer variance under any applicable ordinances?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development's stormwater management plan avoid increasing the rate and quantity of post-development stormwater runoff when compared with pre-development stormwater rates and quantities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development reflect best management practices (e.g., bioretention strips, rain gardens or swales as alternatives to conventional practices) for water quality protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Do the parking lots incorporate innovative on-site stormwater mitigation or retention features that are not covered elsewhere in this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is a substantial proportion of the total paved area (total of driveways, parking, etc) covered with permeable surfaces?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THIS INFORMATION WAS NOT SUBMITTED FOR THE REVIEW	PARKING BLOCK AND RETAIL BOX ROOF COULD EMPLOY PERMEABLE MATERIALS OR OTHER STORM WATER RUN-OFF PREVENTION
Does the development propose water conservation covenants or employ other appropriate water conservation measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development seeking independent certification/recognition by a widely acknowledged development accreditation organization (e.g. LEED, EarthCraft, Green Globes, Energy Star, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development make use of alternative building materials that promote environmental protection and energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>X. HOUSING CHOICES</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
For developments with a residential component, will a diversity of housing types be provided in the development, including: Single family; Accessory housing units; Multi family; Affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			



If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
<b>XI. ECONOMIC DEVELOPMENT</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> <small>(as necessary for "Yes" and "No" answers)</small>	<b>Recommendations</b> <small>(to the Developer for Improving the Project)</small>		
Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Will the development enhance diversity in the local/regional economic base?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Will the development provide greater employment opportunities for low and middle income residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
<b>QDA POINTS:</b>			<b>69</b>	<b>OUT OF A POSSIBLE:</b>		<b>114</b>		
<b>QDA SCORE:</b>			<b>61</b>	<b>QDA WEIGHTED SCORE (20%):</b>		<b>12</b>		
<b>OVERALL ASSESSMENT OF QUALITY</b>								
<i>Is the preponderance of answers above "Yes"?</i>	<input type="checkbox"/> <b>YES</b> , the proposed development qualifies for expedited review. <input type="checkbox"/> <b>NO</b> , the proposed development <u>DOES NOT</u> qualify for expedited review.							

<p><i>And is the development generally reflective of the best quality growth practices?</i></p>	<p><input type="checkbox"/> <b>YES</b>, this regional commission recommends this development for Georgia Quality Development designation.</p> <p><input type="checkbox"/> <b>NO</b></p> <p><b>NARRATIVE:</b></p>		
<p><i>To improve the overall quality of the development, does the regional commission recommend that the local government seek additional alterations to the proposal that have not been described above?</i></p>	<p><b>YES</b> <input type="checkbox"/></p>	<p><b>NO</b> <input type="checkbox"/></p>	<p><b>NARRATIVE:</b></p>

# Region Core

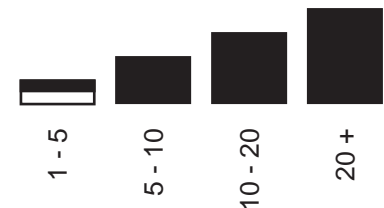


## Recommended Densities

### 10 to 80+ Units Per Acre



### 3 to 20+ Stories Based on Local Context



*estimation of gross density - actual density may vary*

## Defining Narrative and Area Issues

The Region Core, shown in red, is the major economic, cultural and transportation hub of the region. This area is the densest in terms of employment, residential, and cultural offerings throughout the region, with the most developed transit service in the region. The Region Core can handle the most intense development due to the amount of infrastructure already in place; however this infrastructure may need improvements due to its age.

The Region Core is in competition with other central city areas in the southeast. The region must work together to keep this area as competitive as possible in order to lure additional jobs and residents. With a growing regional population and growing congestion, this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options.

The lack of accessible public greenspace within the Region Core affects the area's aesthetics and overall quality of life for residents and workers.

## Places within the Area



# Region Core



## Implementation Priorities



- Enhance pedestrian connectivity across streets through design standards such as shorter blocks, mid-block crossings, shorter crossing distances, ADA compliance and other measures
- Prioritize preservation and enhancement of existing transit systems and facilities
- Explore options for innovative parking management strategies, including dynamic pricing, shared parking, parking maximums, and unbundled parking
- Maintain connectivity within and efficient access to and through the Core, which serves as the major regional transportation hub
- Integrate Lifelong Communities principles in addition to ADA compliance to ensure a comprehensive approach to connectivity and accessibility
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation (cars, transit, bicycles and pedestrians)
- Increase numbers of bicycle commuters and recreational riders through implementation of bicycle lanes, paths, bike parking and safety and encouragement programs



- Plan for unique Places within the Area, including University Districts, Wellness Districts and Recreation Districts
- Develop educational partnerships with libraries, colleges, and universities to bring diverse populations together to learn about resources available to them
- Promote access to continuing education, post-secondary learning and vocational training in conjunction with existing developments in high employment centers
- Promote public safety efforts to create a lively and safe 24-hours community
- Ensure access to basic services and health and supportive services
- Identify and remedy incidents of “food deserts” within the Region Core, particularly in traditionally underserved neighborhoods and schools

# Region Core

## Implementation Priorities, continued



- Encourage intense compact, mixed-use development that utilizes existing infrastructure and includes energy efficient, environmentally friendly design elements and standards
- Develop policies and standards that encourage innovative or unconventional housing development, including zoning with no minimum unit sizes, in order to provide a range of housing options in proximity to jobs, services and transit
- Provide a full range of housing types including varying housing sizes, products, supportive housing and even skilled nursing care to ensure that those who have invested in a place's social and civic infrastructure can remain there as their needs change
- Create development guidelines or regulations that are sensitive to community impacts of gentrification, historic preservation , and neighborhood character

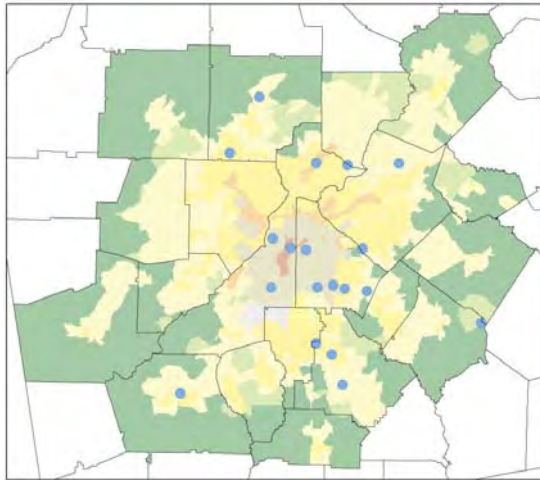


- Improve the energy efficiency of existing buildings using energy audits, retro-commissioning, and building envelope enhancements
- Encourage the use of outdoor lighting fixtures in public spaces that have energy saving features such as solar cells, full cut-off fixtures, etc
- Retrofit existing areas and enhance new development by the use of alternative designs and materials to minimize impervious surfaces to the greatest possible extent



- Identify incentives for developers and business to encourage redevelopment and investment
- Identify and understand the implications of higher land and infrastructure costs in the Region Core relative to the development of transportation, water, sewer and stormwater infrastructure

# Community Activity Centers



## Defining Narrative and Place Issues

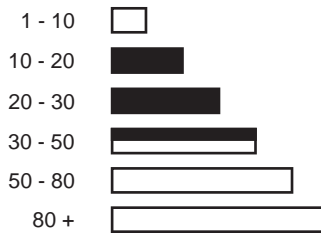
Community Activity Centers, shown in light blue, are smaller than regional centers, but serve a similar function on a smaller scale. People travel from the surrounding community to these centers for jobs, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned transit service. In many cases, these centers have high concentrations of commercial or retail space and local plans call for infill development or redevelopment.

Older Community Activity Centers were often developed in a suburban, auto-oriented way. They are challenged by limited multi-modal options, which can lead to problems with congestion.

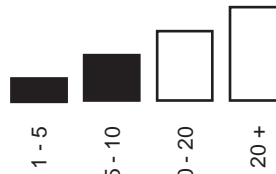
Some Community Activity Centers are newer and consist of “greenfield” development. Local plans and policies call for these areas to develop into locally dense pockets of office, retail, residential and other uses. In both instances, local plans and policies should support efforts to transform these centers into accessible mixed-use centers.

## Recommended Densities

10 to 40 Units Per Acre  
Based on Transit and Infrastructure



1 to 10 Stories Based on Local Context



estimation of gross density - actual density may vary



Lindbergh

Core

Northside  
Prospect Park

Employment

Candler-Flat Shoals  
Fort McPherson  
Toco Hills  
Wesley Chapel

Airport

Neighborhood

138/ Mt. Zion  
Bells Ferry  
Eagles Landing  
Mall of Georgia  
Panola Road  
Park Place

Established Suburbs

Johns Creek  
Newnan Crossing  
Riverstone  
South Point/ GA 20  
Stonecrest

Developing Suburbs

Stanton Springs

Dev Rural

Rural

More Intense

Less Intense



### Implementation Priorities

Priorities apply to both Places, unless the name of the Place is specifically identified for a given measure



- Prioritize preservation, expansion, and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities
- Incorporate appropriate end-of-trip facilities, such as bicycle racks, showers/locker rooms, etc., within new and existing development
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation (cars, transit, bicycles and pedestrians)
- Incorporate design guidelines that will foster a multi-modal environment
- Increase multi-modal options and improve bike/ped facilities
- Maintain connectivity to and through Regional Centers



- Promote access to continuing education, post-secondary learning and vocational training in conjunction with existing developments in high employment centers
- Promote public safety efforts to create a lively and safe 24 hours community



- Encourage vertically and horizontally integrated mixed use developments that are well-connected to the regional transportation system
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and redevelopment of existing sites
- Encourage intense development to optimize existing infrastructure that includes energy efficient, environmentally friendly design elements and standards
- Development should support existing and planned transit
- Establish appropriate transitions and buffers between less intense areas with transitional zones using height plane standards in the Regional Centers and Community Activity Centers
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs
- Consider revised development codes and regulations that utilize standards such as Floor Area Ratio (FAR) to maximize the development of existing and proposed projects



- Improve the efficiency of existing buildings using energy audits, retro-commissioning, and building envelope enhancements
- Encourage the use of outdoor lighting fixtures in public spaces that have energy saving features such as solar cells, full cut-off fixtures, etc
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent

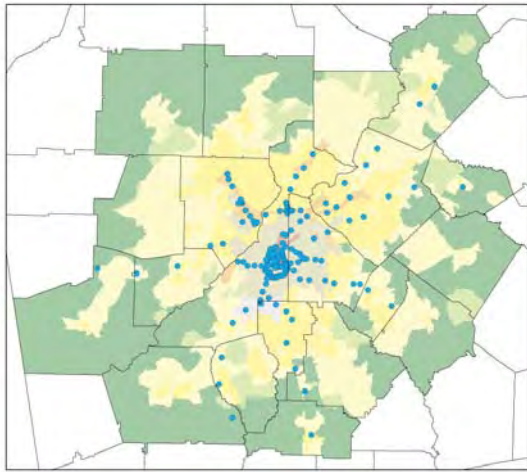


- Identify and understand the implications of higher land and infrastructure costs in the Regional Centers relative to the development of transportation, water, sewer and stormwater infrastructure

#### DRI NOTE

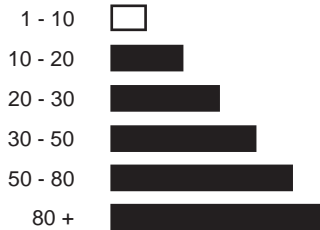
If a proposed development is similar to a **Community Activity Center** in size and character, it should be developed in line with the principles and guidelines outlined here. Special attention should be paid to creating a true, diverse urban environment with a mix of uses, an excellent pedestrian environment, new roads developed at public standards, applicable transit facilities including bus stops, park-n-ride lots, as well as improving access to these facilities. Rather than being developed as a single use project, these new centers will have multiple uses or functions and operate similar to Town Centers. The scale and character of this new district should align with that of the surrounding community.

# Station Communities

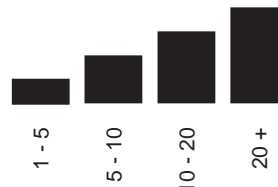


## Recommended Densities

Minimum of 10 to 80+ Units Per Acre Based on Location



1 to 20+ Stories Based on Local Context



estimation of gross density - actual density may vary



North Avenue  
Civic Center  
Georgia State  
Five Points  
Dome/ GWCC/  
Philps/CNN  
Garnett  
Georgia Tech  
Northside/ 10th

Holcomb Bridge  
Windy Hill Road  
Dobbins  
Southern  
Polytechnic  
Jimmy Carter  
Medical Center  
Sandy Springs  
North Springs  
Doraville

Cheshire Bridge  
Shallowford  
Roswell Road  
Marietta  
Montreal Road  
MLK  
Moreland  
Glenwood  
Gresham  
Simpson Road  
Smyrna  
North Decatur  
Scott Blvd  
Briarcliff  
Decatur  
Avondale  
Chamblee  
Lakewood-  
Ft McPherson

Lilburn  
Reagan  
Parkway  
Union City  
Sugar Hill  
Lovejoy  
Northside  
Northridge

Evans Mill  
Hampton  
Station  
Suwanee  
Oakwood  
Villa Rica  
Tyrone  
Lilburn

Cheshire Bridge  
Northside/ 16th  
Centennial Place  
Arts Center  
Lindbergh Center  
Peachtree Center  
King Memorial  
Midtown  
Buckhead  
Lenox

Dunwoody  
Northside  
Northridge  
Bells Ferry  
Indian Trail  
Shallowford  
Roswell Road  
Marietta  
Montreal  
Road  
Tucker

Red Oak  
Airport

Oakland City  
West End  
Kensington  
Inman Park  
Reynoldstown  
Edgewood-  
Candler Park  
East Lake  
Indian Creek  
Vine City  
Ashby  
Bankhead  
West Lake  
Hamilton E.  
Holmes  
Brookhaven  
College Park  
East Point  
Tucker

Bells Ferry  
Indian Trail  
Morrow  
Mableton  
Forest Park  
Douglasville  
Sigman Road  
Salem Road

Reagan  
Parkway  
Union City  
Sugar Hill  
Lovejoy  
Douglasville  
Sigman Road  
Salem Road

Temple  
Tyrone

Senoia

More Intense

Less Intense

## Defining Narrative and Place Issues

Station Communities, shown in light blue, represent ½ to 1 mile around existing and planned high capacity transit stations. While many transit stations are located in existing centers with transit supportive development and density, many transit stations are underutilized from a land use perspective. This makes it more difficult to fund and operate transit in these places, and transit supportive development will be critical to increase ridership in these locations. Based on the area and place type that station communities are found in, different station communities will have different levels of development and density. Transit ROW and future transit service areas and locations will need to be planned. In doing so, transit supportive densities for future stations will need to be considered.

It is recommended that Station Community densities exceed a minimum of 10 units per acre if located in Developing Suburbs, Established Suburb, Maturing Neighborhood, Town Centers, Wellness District, University District, a Major Retail Attractor, or located along a Redevelopment Corridor. Station Community densities should exceed 20 units per acre if located in Community Activity Center or a Regional Town Center, and exceed a minimum of 30 units per acre located in a Regional Center, Region Core, or a Regional Employment Corridor.

\* Places in italics are Concept 3 Stations



# Station Communities

## Implementation Priorities



- Preserve existing right-of-way to support future transit development
- Undertake land use and transportation studies to plan and prepare for future transit
- Increase bike/ped facilities in Station Communities
- Integrate Lifelong Communities principles to ensure a comprehensive approach to connectivity and accessibility, including traffic calming measures strategies, adequate pedestrian lighting, crossable streets, and refuge islands for more than two lanes of traffic



- Promote public safety efforts to create a lively and safe 24 hours community



- Increase density around existing or planned transit stations to Transit Oriented Development (TOD) standards
- Develop policies and standards that encourage innovative or unconventional housing development including zoning with no minimum unit sizes, accessory dwelling units and recommended minimum residential densities
- Step down in height and intensity where a station community abuts another area or place of lower intensity
- Consider Station Communities, among other areas and places, as receiving areas for a TDR program
- Consider inclusionary ordinances to ensure a percentage of all residential units developed within ½ mile of planned or existing transit stations will provide a diversity of housing options and price ranges



- Encourage the use of outdoor lighting fixtures in public spaces that have energy saving features such as solar cells, full cut-off fixtures, etc
- Retrofit existing areas and enhance new development by the use of alternative designs and materials to minimize impervious surfaces to the greatest possible extent



- Encourage Transit Oriented Development (TOD) standards as one piece of the overall economic strategy in these places



## MEMORANDUM

**TO:** Jon Tuley, Land Use Division

**FROM:** Nathan Soldat, Transportation Planning Division

**DATE:** August 7th, 2012

**SUBJECT:** **Transportation Division Review of DRI # 2289**

Project: Lindberg Retail Shopping Center

County: Fulton

Location: 690 Lindbergh Dr NE, 723-745 Morosgo Wy NE, and 2472-2480 Adina Dr NE

Analysis:

Expedited

☐

Non-Expedited

☒

**cc:** David Haynes  
TD

The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review Process. The applicant proposes to develop approximately 18 acres into a development with a mixture of residential and commercial uses. The development will include at least one major retail store, a multi-family residential building, and several smaller commercial stores. The applicant has proposed to develop a three-acre public park.

### INFRASTRUCTURE

#### Transportation

**How many site access points will be associated with the proposed development? What are their locations?**

Site access is intended to be provided for the site via four public streets and one driveway that leads to a retail loading dock. Access points are as follows:

- Intersection of Morosgo Drive and Morosgo Way
- Intersection of Main Street and Adina Drive North
- Intersection of Morosgo Way and Lindberg Drive (right in/right out)
- Intersection of Main Street and Piedmont Road Northeast (right in/right out)
- Driveway off Morosgo Drive (assumed to be for loading dock only)

**How much average daily traffic will be generated by the proposed project?**

The applicant has not proposed a methodology for the traffic study at this time. Once a methodology has been proposed and GRTA has issued a Memorandum of Understanding, ARC staff will verify.

**List the transportation improvements that would affect or be affected by the proposed project.**

**PLAN 2040 RTP (Long Range Projects)\***

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
AR-451A	BeltLine Transportation Corridor – Transit Service in the Northeast Quadrant	Transit/Rail Capital	Long Range 2018-2040
AR-411	Clifton Corridor High Capacity Rail Service	Transit/Rail Capital	Long Range 2018-2040

*\*The ARC Board adopted the PLAN 2040 RTP and FY 2012-2017 TIP on July 27<sup>th</sup>, 2011.*

**Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?**

The corridor is served by the MARTA Gold Line and Red Line, bus routes 5 and 39, two of the busiest in the system, as well as routes 6, 27 and 30.

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

None proposed.

**What are the numbers of crashes adjacent to the proposed project?**

The Georgia Department of Transportation shows for the last three years:

- 7 crashes (no fatalities) at or near the intersection of Morosgo Dr and Piedmont Rd NE
- 2 crashes (no fatalities) at or near the intersection of Main Street NE and Piedmont Rd NE
- 5 crashes (no fatalities) at or near the intersection of Lindberg Dr NE and Piedmont Rd NE
- 3 crashes (no fatalities) at or near the intersection of Lindberg Dr NE and Lindberg Cr NE
- 5 crashes (no fatalities) at or near the intersection of Lindberg Dr NE and Adina Dr NE

**What other issues should be considered during the traffic study or in general for the proposed development?**

- The developer should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is located in an employment/activity center. Piedmont Road is on the Concept 3 Transit Network and Regional Thoroughfare Network.
- The development will generate additional pedestrian and bicycle activity and appropriate facilities to cross Piedmont Road Northeast via Main Street and/or Morosgo Drive. A project has been submitted to ARC for funding consideration. Project detail as follows:
  - This project will construct mid-block crosswalks with appropriate countermeasures, install assorted pedestrian refuge islands and make pedestrian safety improvements along Piedmont Road between Sidney Marcus Boulevard and Garson Drive. The exact locations of the improvements will be identified through a Roadway Safety Audit (RSA), which will include an analysis of pedestrian crash data, consultation with MARTA staff and interviews with community members and law enforcement officers. The corridor is served by the MARTA Gold Line and Red Line, bus routes 5 and 39, two of the busiest in the system, as well as routes 6, 27 and 30. Piedmont Road is on the Regional Strategic Transportation System and is classified as a Level 2 Strategic Regional Thoroughfare by ARC. A base level analysis of available data between 2000 to 2008 by the City of Atlanta shows a significant cluster of pedestrian crashes along the corridor. This project will also make bicycle and pedestrian improvements to Garson Drive between Lindbergh Drive and Piedmont Road. This corridor will provide direct bicycle and pedestrian access to the MARTA Lindbergh Center Station from the Atlanta BeltLine Trail and the GA 400 Trail. This project is located entirely within Equitable Target Areas.
- A connection to the future Buckhead Trail should also be provided.
- The intersection of Morosgo Drive and Adina Drive North has severe grade challenges which slow functionality considerably. The intersection should be improved to prevent a traffic bottle neck.
- Please refer to GDOT's "Regulations for Driveway and Encroachment Control" manual as an additional resource regarding new access points to the site.

**LNDBERGH RETAIL SHOPPING CENTER DRI**  
**City of Atlanta**  
**Environmental Planning Division Review Comments**  
**July 24, 2012**

**Watershed Protection and Stream Buffers**

The proposed project is located on an already developed property in the Peachtree Creek watershed. The USGS coverage for the project area shows no streams on or near the project property. Any unmapped streams that may be located on the property would be subject to the requirements of the City of Atlanta stream buffer ordinance. Any state waters that may be on the property are subject to the State 25-foot erosion and sedimentation buffer requirements.

**Stormwater / Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The majority of the project is being built over existing impervious surfaces, which will affect the actual increases in loading amount. Given the total coverage of the proposed project, commercial was chosen as the use for the entire property. The following table summarizes the results of the analysis:

**Estimated Pounds of Pollutants Per Year**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	18.00	30.78	313.20	1944.00	17694.00	22.14	3.96
TOTAL	18.00	30.78	313.20	1944.00	17694.00	22.14	3.96

Total Impervious = 85%

If new or upgraded on-site detention is required, the design should include stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

## Jonathan Tuley

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**From:** Hood, Alan C. <achood@dot.ga.gov>  
**Sent:** Thursday, August 02, 2012 11:11 AM  
**To:** Jonathan Tuley  
**Cc:** Comer, Carol; Sands, Carla Jo; Eleam, Katie; Cevallos, Peter Paul Jr.  
**Subject:** FW: Pre-Review Meeting August 6, 2012 - Lindbergh Retail Shopping Center (City of Atlanta, DRI #2289)

Jon,

DRI# 2289, Lindbergh Retail Shopping Center does not appear to impact any public airports in the area. The site is located approximately 4.59 miles southwest of the DeKalb Peachtree Airport (PDK) and 8.88 miles from Fulton County Airport – Brown Field (FTY). However, if the proposed project's vertical construction exceeds 200ft above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. The FAA must be in receipt of the notification, no later than 45 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with FTY airport and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on the proposed development.

**Alan Hood** | Airport Safety Data Program Manager  
Georgia Department of Transportation - Aviation Programs  
600 West Peachtree Street, N.W. | 9th Floor | Atlanta, Georgia 30308  
T: 404-631-1343 | F: 404-631-1414 | M: 404-660-3394 | E: [achood@dot.ga.gov](mailto:achood@dot.ga.gov)

We have Moved!! Please see above for new contact information.

View our website at <http://www.dot.ga.gov/aviation!>

---

**From:** Comer, Carol  
**Sent:** Thursday, August 02, 2012 7:46 AM  
**To:** Hood, Alan C.  
**Subject:** FW: Pre-Review Meeting August 6, 2012 - Lindbergh Retail Shopping Center (City of Atlanta, DRI #2289)

**Carol L. Comer** | Director, Division of Intermodal  
Aviation - Rail - Transit - Waterways  
Georgia Department of Transportation  
600 W. Peachtree St., NW | Atlanta, GA 30308  
[ccomer@dot.ga.gov](mailto:ccomer@dot.ga.gov) | [www.dot.ga.gov](http://www.dot.ga.gov)  
T: 404.347.0573 | F: 404.631.1937 | M: 770.639.0331

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**From:** Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]  
**Sent:** Wednesday, August 01, 2012 5:49 PM  
**To:** 'Allen Barnes ([allen.barnes@dnr.state.ga.us](mailto:allen.barnes@dnr.state.ga.us))'; Allen, Patrick; VanDyke, Cindy; Ware, Alan; Williams, Michael V.; Comer, Carol; Lobdell, Mike; Walker, Steven; Cautela, Daphne; '[wstinson@itsmarta.com](mailto:wstinson@itsmarta.com)'; '[lbeall@grta.org](mailto:lbeall@grta.org)'; 'Julie McQueen'; 'BDennard@grta.org'; 'DRI@grta.org'; 'Crocker, John'; 'Floyd, Greg'; 'Jon West'; 'Mello, Joshua D.'; 'greer.scoggins@fuquadev.com'; Keeter, Patrece ([pgkeeter@dekalbcountyga.gov](mailto:pgkeeter@dekalbcountyga.gov)); '[sqawiy@dekalbcountyga.gov](mailto:sqawiy@dekalbcountyga.gov)'  
**Cc:** Landuse; Jane Hayse; David Haynes; Mike Alexander; Jim Skinner; Nathan Soldat; Patrick Bradshaw  
**Subject:** Pre-Review Meeting August 6, 2012 - Lindbergh Retail Shopping Center (City of Atlanta, DRI #2289)

## Development of Regional Impact Pre-Review Meeting Notification

The Atlanta Regional Commission staff will hold a pre-review meeting on **Monday, August 6, 2012, at ARC Offices** to discuss the following project and determine what additional information will be needed to initiate the review. A pre-review meeting for this proposed development was held on July 23, 2012. At that time both DRI forms were not completed and the residential unit size was not confirmed by the City. Consequently, a DRI determination could not be made and additional time was given to resolve these issues. We request that you or a member of your staff attend the pre-review conference to review the initial proposal. If you are the applicant/developer, or the developer's representative, you must attend this meeting. Please send us all information related to the project, including a digital copy of the site plan prior to the meeting.

**1:00pm Lindbergh Retail Shopping Center** - This project, located in the City of Atlanta, is a proposed mixed-use development with 240 residential units and 183,600 square feet of retail space. The development will include at least one major retail store, a multi-family residential building, and several smaller commercial stores. The applicant has proposed to develop a three-acre public park. The proposed project is located at 690 Lindbergh Dr. NE; 723-745 Morosgo Way NE; and 2472-2480 Adina Dr. NE. For more information on this project please visit the [DCA website](#) or contact our offices.

We are hopeful that any concerns your agency or organization might have about the development can be identified at this meeting. All interested parties are welcome to attend. Please let me know if you have any questions about the meeting.

For Directions to the Atlanta Regional Commission please visit the [ARC website](#).

For more information regarding the DRI processes, and the information needed for the review, please see the [DRI website](#).

Thanks,

Jon Tuley, AICP  
Principal Planner

**Atlanta Regional Commission**  
**regional impact + local relevance**

40 Courtland Street, NE  
Atlanta, Georgia 30303-2538  
P | 404.463.3307  
F | 404.463.3254  
[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)  
[atlantaregional.com](http://atlantaregional.com)

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# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2289**

## DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

### Local Government Information

Submitting Local Government:	Atlanta
Individual completing form:	Joshuah Mello
Telephone:	404-330-6785
E-mail:	jdmello@atlantaga.gov

\*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

### Proposed Project Information

Name of Proposed Project:	Lindbergh Retail Shopping Center
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	690 Lindbergh Dr NE, 723-745 Morosgo Wy NE, and 2472-2480 Adina Dr NE
Brief Description of Project:	The applicant proposes to develop approximately 18 acres into a development with a mixture of residential and commercial uses. The development will include at least one major retail store, a multi-family residential building, and several smaller commercial stores. The applicant has proposed to develop a three-acre public park.

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input checked="" type="radio"/> Mixed Use                  | <input type="radio"/> Petroleum Storage Facilities    |
| <input type="radio"/> Commercial                           | <input type="radio"/> Airports                              | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution             | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals            |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools                | <input type="radio"/> Truck Stops                     |
| <input type="radio"/> Housing                              | <input type="radio"/> Waste Handling Facilities             | <input type="radio"/> Any other development types     |
| <input type="radio"/> Industrial                           | <input type="radio"/> Quarries, Asphalt & Cement Plants     |   |

If other development type, describe:



# DRI Initial Information Form

Project Size (# of units, floor area, etc.):	~240,000 SF residential, ~183,600 SF retail, >679 parking spaces and a public park	
Developer:	Fuquay Development, LLC	
Mailing Address:	3495 Piedmont Rd NE	
Address 2:	Suite 905	
	City:Atlanta State: GA Zip:30305	
Telephone:	404-907-1709	
Email:	greer.scoggins@fuquadev.com	
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, property owner:		
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No	
If no, in what additional jurisdictions is the project located?		
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, provide the following information:	Project Name:	
	Project ID:	
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other	
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, what percent of the overall project does this project/phase represent?		
Estimated Project Completion Dates:	This project/phase: 2014 Overall project: 2014	
<a href="#">Back to Top</a>		

# Developments of Regional Impact

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## DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

### Local Government Information

Submitting Local Government: Individual completing form: Telephone: Email: 

### Project Information

Name of Proposed Project: 

LINDSBERGH PLACE RETAIL SHOPPING CENTER

DRI ID Number: Developer/Applicant: 

FOGUA DEVELOPMENT, LLC

Telephone: 

404.907.1717

Email(s): 

Greer.Scoggins@FOGUADEV.COM

### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

☒ (not selected) ☐ Yes ☒ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

☒ (not selected) ☐ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

### Economic Development

Estimated Value at Build-Out: 

\$6,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:

\$1,500,000

Is the regional work force sufficient to fill the demand created by the proposed project?

☒ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?

☒ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc):

Approx 10,000 SF OF RESIDENTIAL

### Water Supply

Name of water supply provider for this site:



What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

Is sufficient water supply capacity available to serve the proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

### Wastewater Disposal

Name of wastewater treatment provider for this site:



What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

Is sufficient wastewater treatment capacity available to serve this proposed project?

☐ (not selected) ☐ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

### Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?

☐ (not selected) ☐ Yes ☒ No

Are transportation improvements needed to serve this project?

☐ (not selected) ☐ Yes ☐ No

If yes, please describe below:

*See Attachment*

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

Is sufficient landfill capacity available to serve this proposed project?

☒ (not selected) ☐ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?

☒ (not selected) ☐ Yes ☐ No

If yes, please explain:

### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

### Environmental Quality

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

- |   |   |
|---|---|
| 1. Water supply watersheds?                   | <input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 2. Significant groundwater recharge areas?    | <input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 3. Wetlands?                                  | <input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 4. Protected mountains?                       | <input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 5. Protected river corridors?                 | <input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 6. Floodplains?                               | <input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 7. Historic resources?                        | <input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 8. Other environmentally sensitive resources? | <input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |

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

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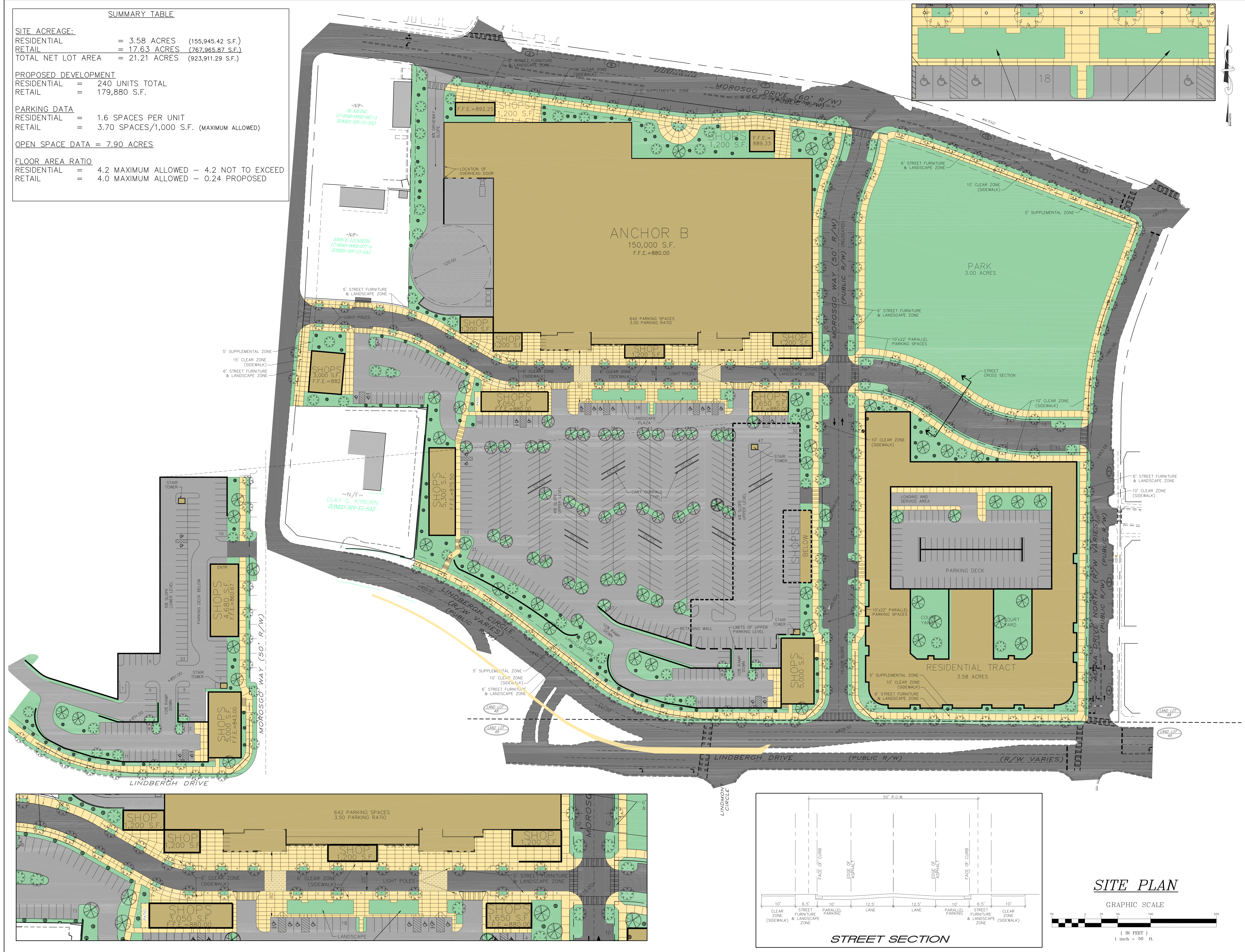
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<u>SITE ACREAGE:</u>		
RESIDENTIAL	=	3.58 ACRES (155,945.42 S.F.)
RETAIL	=	17.63 ACRES (767,965.87 S.F.)
TOTAL NET LOT AREA	=	21.21 ACRES (923,911.29 S.F.)
<u>PROPOSED DEVELOPMENT</u>		
RESIDENTIAL	=	240 UNITS TOTAL
RETAIL	=	179,880 S.F.
<u>PARKING DATA</u>		
RESIDENTIAL	=	1.6 SPACES PER UNIT
RETAIL	=	3.70 SPACES/1,000 S.F. (MAXIMUM ALLOWED)
<u>OPEN SPACE DATA = 7.90 ACRES</u>		
<u>FLOOR AREA RATIO</u>		
RESIDENTIAL	=	4.2 MAXIMUM ALLOWED - 4.2 NOT TO EXCEED
RETAIL	=	4.0 MAXIMUM ALLOWED - 0.24 PROPOSED



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A PROJECT OF:



FUQUAOE DEVELOPMENT

LINDBERGH RETAIL  
SHOPPING CENTER

CITY OF ATLANTA, GEORGIA  
LINDBERGH DRIVE & MOROSCO WAY

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