



# 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: May 23, 2017

ARC REVIEW CODE: R1705231

TO: Mayor Kasim Reed, City of Atlanta  
ATTN TO: Monique Forte, Urban Planner III, Office of Mobility Planning  
FROM: Douglas R. Hooker, Executive Director, ARC  
RE: Development of Regional Impact Review

Digital signature  
Original on file

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 its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

**Name of Proposal:** Herndon Homes (DRI 2677)

**Review Type:** DRI

**Submitting Local Government:** City of Atlanta

**Date Opened:** May 23, 2017

**Deadline for Comments:** June 7, 2017

**Date to Close:** June 12, 2017\*\*

\*\*If no significant issues are identified during the comment period, the review will close on June 7, 2017 per the LCI Expedited Review process outlined in ARC's DRI Rules.

**Description:** This DRI is located on an approximately 12.5-acre site in the City of Atlanta, on the east side of Northside Drive (SR 3), north of John Street, west of Gray Street and south of Cameron Madison Alexander Boulevard. The project will consist of 675 apartments, 126 senior living units, 38 townhomes, 48,000 SF of retail space and 24,000 SF of community center/community service space. The DRI review trigger for this project is a rezoning application. The project's estimated build-out year is 2021.

**PRELIMINARY COMMENTS:** According to the ARC Unified Growth Policy Map (UGPM), a component of The Atlanta Region's Plan, this DRI is located in the Region Core area, which is the densest part of the Atlanta region. Connected with transit, it is the most walkable area of metro Atlanta, and redevelopment is the main driver of growth. The Region Core and Regional Employment Corridor areas together contain 26 percent of the 10-county region's jobs and eight percent of the region's population. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. Those policy recommendations are listed at the bottom of this report.

This DRI appears to manifest many aspects of regional policy in that it appears to generally align with the existing Upper Westside LCI plan; converts an underutilized site to an infill, mixed-use development with a significant housing component – including senior affordable housing – in a maturing LCI area; supports transit use given its proximity to MARTA bus service; and adds ground floor retail and pedestrian amenities, including a grocery store. These characteristics collectively offer the potential for site residents to work and/or shop on site, and for visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot.

Along these lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. The development team is encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site. In general, the project proposes significant pedestrian amenities on key frontages and internal driveways.

-CONTINUED ON NEXT PAGE-

The DRI could further support regional policy through bicycle and pedestrian access to Technology Enterprise Park and the entrance to NorthYards Business Park, both to the north. This could create opportunities for nearby off-site workers to utilize this DRI's retail services and for residents of the DRI site to work nearby, both of which would take vehicle trips off of area roadways. The development team and City staff are encouraged to explore this type of connection with neighboring property owners.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in the Region Core.

The proposed development is located in the Upper Westside LCI area and appears to be generally consistent with the LCI plan's recommendations, particularly in terms of the proposed land use mix for this part of the study area. The City of Atlanta is actively working on a major update to this LCI plan, to be completed in the fall of 2017. The Herndon Homes development team should continue to collaborate with City staff and participate in the update process to ensure that the project, as constructed, is consistent with the recommendations of the existing LCI plan and any preliminary feedback or recommendations related to the plan update.

Additional preliminary comments are included in this report.

Further to the above, regional policy recommendations for the Region Core include:

- Continue to invest in the Livable Centers Initiative (LCI) program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit while increasing frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active, ground floor, pedestrian-scale design, and pedestrian amenities, in new development and the redevelopment of existing sites.

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

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH & ANALYTICS  
GEORGIA DEPARTMENT OF TRANSPORTATION  
MIDTOWN ALLIANCE

ARC TRANSPORTATION ACCESS & MOBILITY  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY  
GEORGIA INSTITUTE OF TECHNOLOGY

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
CENTRAL ATLANTA PROGRESS / ADID

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or [asmith@atlantaregional.com](mailto:asmith@atlantaregional.com). This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • [www.atlantaregional.com](http://www.atlantaregional.com)



## DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in 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 in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: Herndon Homes *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:***

Andrew Smith, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-5581 Fax (404) 463-3254  
[asmith@atlantaregional.com](mailto:asmith@atlantaregional.com)

Return Date: *June 7, 2017*

# ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

**ARC REVIEW CODE: R1705231**

**FROM:** Andrew Smith, Ext. 3-5581

### Reviewing staff by Jurisdiction:

**Transportation Access and Mobility:** Mangham, Marquitrice

**Research and Analytics:** Skinner, Jim

**Review Type:** Development of Regional Impact

**Description:** This DRI is located on an approximately 12.5-acre site in the City of Atlanta, on the east side of Northside Drive (SR 3), north of John Street, west of Gray Street and south of Cameron Madison Alexander Boulevard. The project will consist of 675 apartments, 126 senior living units, 38 townhomes, 48,000 SF of retail space and 24,000 SF of community center/community service space. The DRI review trigger for this project is a rezoning application. The project's estimated build-out year is 2021.

**\*If no significant issues are identified during the comment period, the review will close on June 7, 2017 per the LCI Expedited Review process outlined in ARC's DRI Rules.**

**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:**

[illegible]

**HERNDON HOMES DRI**  
**City of Atlanta**  
**Natural Resources Division Review Comments**

**May 18, 2017**

**Water Supply Watershed and Stream Buffer Protection**

The proposed project is located on a previously developed, now vacant property in the Proctor Creek watershed, which is part of the Chattahoochee River watershed and enters the river downstream of the Region's water intakes.

The USGS coverage for the project area shows no blue-line streams on or near the project property, no streams or other waters of the State are shown on the submitted site plan and no evidence of streams or other waters is visible in available aerial photo coverage. Any waters of the State that are found on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

**Storm Water/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, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

In order to address post-construction stormwater runoff quality, the project should implement 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.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Using pervious concrete or other pervious materials in parking areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Including rainwater capture in the project design to provide for landscape irrigation during dry periods.

## Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

### DRI INFORMATION

**DRI Number** #2677

**DRI Title** Herndon Homes

**County** Fulton County

**City (if applicable)** Atlanta

**Address / Location** East side of Northside Drive (SR 3), North of John Street, West of Gray Street and South of Cameron Madison Alexander Boulevard.

**Review Process** ☒ EXPEDITED  
☐ NON-EXPEDITED

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division

**Staff Lead** Marquitrice Mangham

**Copied** [Click here to enter text.](#)

**Date** May 22, 2017

### TRAFFIC STUDY

**Prepared by** Kimley Horn

**Date** May 17, 2017

## **REGIONAL TRANSPORTATION PLAN PROJECTS**

**01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

☒ YES *(provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified)*

The traffic analysis identifies programmed improvements identified in the Atlanta Regions pLanfor the study network on page 25.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

## **REGIONAL NETWORKS**

**02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?**

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES *(identify the roadways and existing/proposed access points)*

The site plan and traffic analysis identify one (1) proposed driveway off Northside Drive, a state route and eight (8) additional access points off John Street, Gray Street and Cameron Alexander Blvd, all local roads

**03. Will the development site be directly served by any roadways identified as Regional Truck Routes?**

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

[Click here to provide comments.](#)

**04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

☐ NOT APPLICABLE (*nearest station more than one mile away*)

☒ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line      Marta Rail

Nearest Station      Vine city Station

Distance\*      ☒ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*      ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)



Click here to provide comments.

Bicycling Access\*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☒ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Dedicated bicycle lanes currently do not exist along right of way adjacent to the project site. Low volume traffic and speeds of 35 mph along Northside Drive and 25mph along Cameron M Alexander Boulevard allow for shared bicycle use of the right of way.

Transit Connectivity

- ☒ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

Marta bus routes along Northside Drive and John Street allow for connectivity to rail service.

*\* Following the most direct feasible walking or bicycling route to the nearest point on the development site*

**05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.*

- ☒ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☐ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
  - ☐ CST planned within TIP period
  - ☐ CST planned within first portion of long range period
  - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

**06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.*

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) Marta Bus Service

Bus Route(s) #26, #51 and #94

Distance\* ☐ Within or adjacent to the development site (0.10 mile or less)

☒ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access\* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☒ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

\* Following the most direct feasible walking or bicycling route to the nearest point on the development site

**07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.*

☐ NO

☒ YES

Yes. See question 6 above.

**08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.**

*Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☒ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access\*

☐ Dedicated lanes or cycle tracks provide connectivity

- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

The Atlanta Beltline West End Trail is in the geographic vicinity of the site however, the distance appears to be more than a mile from the proposed development site.

\* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

## **OTHER TRANSPORTATION DESIGN CONSIDERATIONS**

### **09. Does the site plan provide for the construction of publicly accessible roadway connections with adjacent parcels?**

*The ability for drivers and bus routes to move between developments without using the adjacent roadway network can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.*

- ☐ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☐ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☒ NOT APPLICABLE (*adjacent parcels are not likely to develop or redevelop in the near future*)
- ☐ NOT APPLICABLE (*the nature of the development or adjacent parcels does not lend itself to interparcel roadway connections*)

The development site is located a 12.5 acre parcel bounded by public streets on all four sides. Adjacent parcels on the east, west and south are currently developed. An undeveloped parcel is located to the north of the site; the two parcels are separated by Cameron M Alexander Blvd, a local roadway. The site plan depicts five access points on Cameron M Alexander Blvd.

**10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?**

*The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.*

- ☒ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)

The site plan and traffic analysis does not indicate bicycle and pedestrian facilities being provided throughout the 12.5-acre development site. Sidewalks currently exist on all adjacent roadways with partial sidewalks on John Street. The site plan indicates sidewalks and crosswalks being provided throughout the development allowing for pedestrian connectivity throughout the site.

**11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?**

*The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.*

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☒ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

The development site is located a 12.5 acre parcel bounded by public streets on all four sides. Adjacent parcels on the east, west and south are currently developed. An undeveloped parcel is located to the north of the site; the two parcels are separated by Cameron M Alexander Blvd, a local roadway. The site plan depicts five access points on Cameron M Alexander Blvd. Existing external sidewalks currently provide connectivity to adjacent parcels.

**12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?**

*The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.*

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

[Click here to provide comments.](#)

## **RECOMMENDATIONS**

**13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?**

- ☐ UNKNOWN (additional study is necessary)
- ☒ YES (based on information made available through the review process; does not represent a thorough engineering / financial analysis)
- ☐ NO (see comments below)

[Click here to enter text.](#)

**14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?**

- ☒ NO (based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)
- ☐ YES (see comments below)

[Click here to enter text.](#)

**15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**

In the interest of safety, the number of access points proposed on Cameron M Alexander Blvd should be reduced.

As a note regarding accessibility of services, senior housing is more than 600 feet from the nearest bus transit stop on the west side of Northside Drive at Cameron Madison Blvd, more than 400 feet from the retail (grocery store) with apartments (240 units) separating the uses. With seniors least likely to drive and the dependency of alternative modes use on the site, senior accessibility to uses should be considered.





## Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

### DRI #2677

#### 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: Monique Forte

Telephone: 404-546-0196

E-mail: mbforte@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: Herndon Homes

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): East of Northside Drive (SR 3) between Cameron Madison Alexander Boulevard, Gray Street, and John St

Brief Description of Project: Proposed mixed-use development consisting of residential units, retail, and community space

#### 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:

Project Size (# of units, floor area, etc.): 700 residential units, approximately 30,000 SF of retail, approximately 20,000 SF of community servi

Developer: Hunt Development Group/ Oakwood Development

Mailing Address: 980 N Michigan Avenue

Address 2: Suite 1150

City: Chicago State: IL Zip: 60611

Telephone: 202-355-9754

Email: ronald.roberts@huntcompanies.com

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: Atlanta Housing Authority

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:  
Project ID:

The initial action being requested of the local government for this project:

☒ Rezoning  
☐ Variance  
☐ Sewer  
☐ Water  
☐ Permit  
☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 2021  
Overall project: 2021

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) | [Site Map](#) | [Statements](#) | [Contact](#)



## Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

### DRI #2677

#### 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: Atlanta  
Individual completing form: Monique Forte  
Telephone: 404-546-0196  
Email: mbforte@atlantaga.gov

#### Project Information

Name of Proposed Project: Herndon Homes  
DRI ID Number: 2677  
Developer/Applicant: Hunt Development Group/ Oakwood Development  
Telephone: 202-355-9754  
Email(s): ronald.roberts@huntcompanies.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: \$100,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$1,000,000

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):

#### Water Supply

Name of water supply provider for this site: City of Atlanta

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.30 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: City of Atlanta

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.24 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.) Approximately 6,538 net daily trips

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: Please refer to the Traffic Study performed by Kimley-Horn

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,500 tons per yer

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? 80%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The first flush volume of 1" will be retained on the site per City code. Final design will incorporate vegetated swales, underground retention structures, pervious pavers, and other green development measures to reduce runoff and improve water quality.

### Environmental Quality

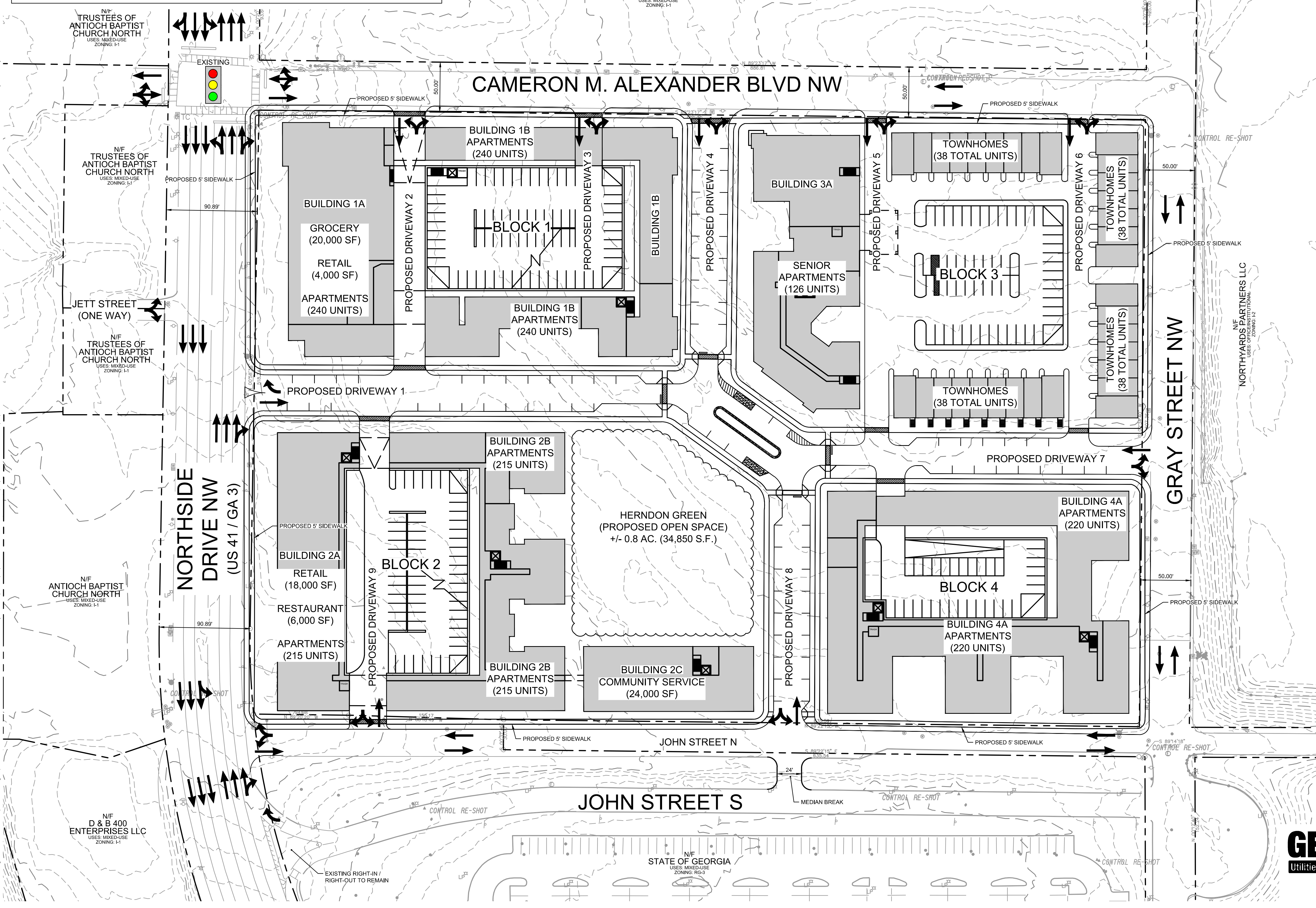
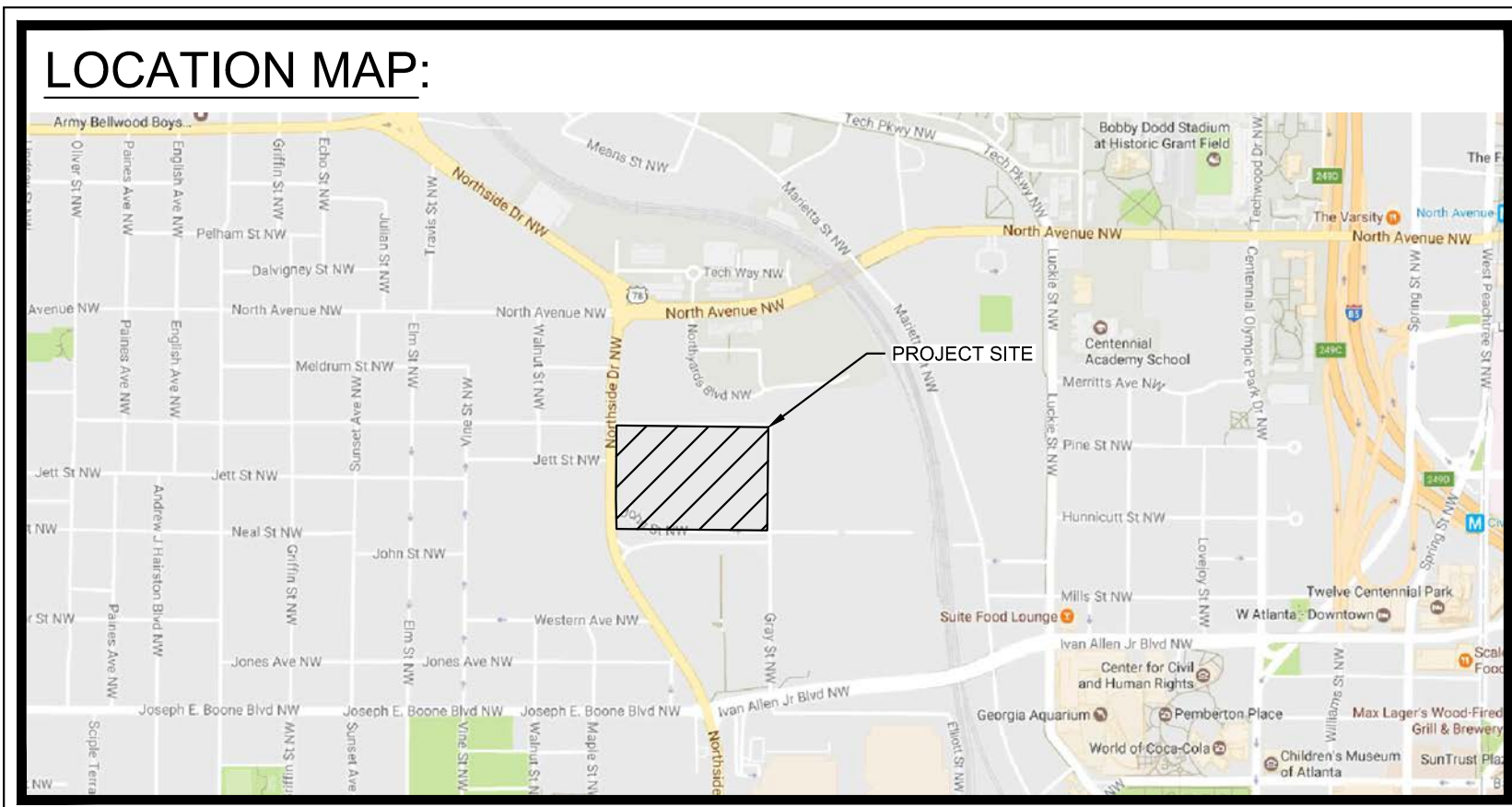
Is the development located within, or likely to affect any of the following:

- 1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
- 2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
- 3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
- 4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
- 5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
- 6. Floodplains? ☐ (not selected) ☐ Yes ☒ No
- 7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
- 8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

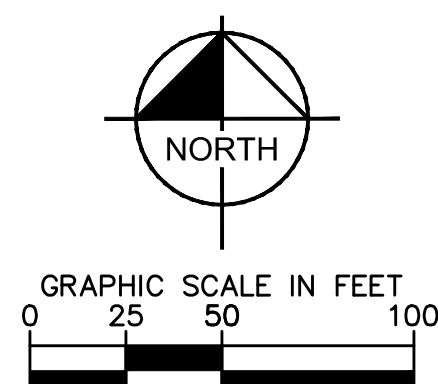
If you answered yes to any question above, describe how the identified resource(s) may be affected:

[Back to Top](#)





**GEORGIA811.**  
Utilities Protection Center, Inc.  
**Know what's below.  
Call before you dig.**



# SITE NOTES:

DRI NUMBER:	2677
OVERALL SITE AREA:	12.5 ACRES
CURRENT ZONING:	RG-3
PROPOSED ZONING:	PD-MU
CURRENT ADDRESS:	0 JOHN STREET NW ATLANTA, GA 30318
OWNER:	ATLANTA HOUSING AUTHORITY

## PROGRAM:

BLOCK 1:  
BUILDING 1A: FOUR STORIES OVER ONE STORY PODIUM  
BUILDING 1B: FOUR STORIES WITH BASEMENT

BLOCK 2:  
BUILDING 2A: FOUR STORIES OVER ONE STORY PODIUM  
BUILDING 2B: FOUR STORIES WITH BASEMENT  
BUILDING 2C: THREE STORIES OVER ONE STORY PODIUM

BLOCK 3:  
BUILDING 3A: FOUR STORIES WITH BASEMENT (MAY HAVE PODIUM  
OVER HEALTH SERVICE)  
TOWNHOMES: 29 THREE BEDROOM; 9 FOUR BEDROOM

BLOCK 4:  
BUILDING 4A: FOUR STORIES WITH BASEMENT

## PARKING:

REQUIRED:	698 SPACES
PROVIDED:	1,350 SPACES

PROPOSED LAND USES & DENSITIES	
LAND USE	DENSITY
APARTMENTS	675 UNITS
TOWNHOMES	38 UNITS
SENIOR APARTMENTS	126 UNITS
COMMUNITY SERVICE	24,000 SF
RETAIL	22,000 SF
GROCERY	20,000 SF
RESTAURANT	6,000 SF

# CONTACTS:

APPLICANT:

HUNT DEVELOPMENT GROUP LLC  
980 N. MICHIGAN AVE. SUITE 1150  
CHICAGO, IL 60611  
CONTACT: RONALD L. ROBERTS  
PHONE: (202) 355-9754

TRAFFIC CONSULTANT:

KIMLEY-HORN AND ASSOCIATES, INC.  
817 WEST PEACHTREE STREET NW,  
SUITE 601  
ATLANTA, GA 30308  
CONTACT: MALLORY SCATES, P.E.  
PHONE: (404) 406-2916

PROJECT: <b>HERNDON HOMES AT ATLANTA</b> 0 JOHN STREET, ATLANTA, GA 30318		CLIENT:	<b>HUNT DEVELOPMENT GROUP, LLC</b>	980 N. MICHIGAN AVE., SUITE 1150 CHICAGO, IL 60611	PHONE: 000-000-0000 FAX: 000-000-0000	SCALE: 1" = 50'	DRAWN BY: AAA	DESIGNED BY: BBB	CHECKED BY: BDC		<b>Kimley»Horn</b> © 2017 KIMLEY-HORN AND ASSOCIATES, INC. 817 W. PEACHTREE STREET, NW THE BILTMORE, SUITE 601 ATLANTA, GEORGIA 30308 PHONE (404) 419-8700 WWW.KIMLEY-HORN.COM	7		
DATE 05/17/2017												6		
PROJECT NO. 015060000												5		
SHEET NUMBER <b>1</b>	TITLE: <b>DRI SITE PLAN</b>											4		
												3		
												2		
												1		
												No.	REVISIONS	BY DATE