

DATE: Sept. 17, 2020

ARC REVIEW CODE: R2009021

TO: Mayor John Ernst
ATTN TO: Aronda Smith, Senior Planner
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact (DRI) Review



Digital signature
Original on file

The Atlanta Regional Commission (ARC) has completed 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Lake Hearn (DRI #3133)

Submitting Local Government: City of Brookhaven

Review Type: Development of Regional Impact **Date Opened:** Sept. 2, 2020 **Date Closed:** Sept. 17, 2020

Description: A Development of Regional Impact (DRI) review of a proposed mixed-use project at 1396 and 1400 Lake Hearn Drive in the City of Brookhaven. The proposal would redevelop the 21-acre office site with 19,000 square feet of commercial space, 615 multifamily apartment units, and 5 acres of greenspace. The local trigger action is a rezoning from O-I (Office-Industrial) to MPD (Master Planned Development). Expected buildout is 2024.

Comments: According to the ARC Unified Growth Policy Map (UGPM), a component of The Atlanta Region's Plan, this DRI is located in a Region Employment Corridor area (running the length of the top end of the Perimeter) and in the Perimeter Regional Center. ARC's Regional Development Guide (RDG) details recommended policies for these areas on the UGPM and they're listed at the end of these comments.

The project supports the City's stated housing goals in its 2019 comprehensive plan update, which notes that "Having an appropriate mix of rental and multi-family units can help ensure diversity in the community and help attract young professionals and new-comers to the area while also helping attract and support a greater diversity of businesses and commercial developments, including live/work/play activity centers." (p. 30). It also notes "Multi-family housing can continue to play an important role in creating lively, activity nodes like Town Brookhaven, development along Dresden Drive, and Perimeter Summit at I-285 and Ashford Dunwoody Road." (p. 31). The development further proposes setting aside 10% of the multifamily units (62) for workforce housing, defined by the City as housing that is affordable to residents earning less than 80% of the area median income for the Atlanta metropolitan statistical area.

The proposed rezoning for the DRI would change the site from O-I (Office-Industrial) to MPD (Master Planned Development). The DRI is located in the "Perimeter Center" area of the City's Future Land Use Map (p. 50) and in a "Regional Center" as defined in DeKalb County's comprehensive plan. The DRI appears to be largely compatible with the recommendations for this location. The proposed density of the DRI is 29 units per acre, which is well within recommended densities for a Regional Center.

The location of this DRI is nearly equidistant between two MARTA heavy rail stations: Medical Center to the southeast and Perimeter to the north. While the site is walkable to each station in a basic linear sense, the actual conditions of the user experience vary. A potential improvement discussed during the Pre-Review meeting was creating a pedestrian access point at the southwestern corner of the site, near the intersection of Perimeter Center Parkway and Lake Hearn Drive. This will reduce the walking distance for residents, employees, and other visitors to the site to both MARTA stations, by not forcing them to first walk down Lake Hearn Drive. This was discussed at the Pre-Review meeting, but it was not indicated on the site plan submitted for review. Further discussions about pedestrian accessibility to the south of the site were held during the GRTA staff recommendations call on Sept. 16, 2020. The existence of the stream across the southern boundary of the site and the need for stormwater retention facilities create a challenge for a pedestrian trail through this location, so it is being encouraged as an advisory condition under GRTA's Notice of Decision. Another issue raised was the need for sidewalk along at least one side of (existing) Driveway #4. It doesn't currently have a sidewalk, but it will be the most likely route taken by any pedestrians from the residential buildings seeking to reach either of the MARTA stations.

A challenge for pedestrians and cyclists heading north on Perimeter Center Parkway will be the proposed express lane off-ramp for I-285. This introduces a potentially unsafe pedestrian/motorist conflict even with a signalized crosswalk. The existing bike lane on Perimeter Center Parkway is minimal and appears to be in poor condition, next to multiple high-speed travel lanes. The existing pedestrian and bike routes to Medical Center station are currently inadequate and uncomfortable for most users, but ongoing redevelopment of the Peachtree Dunwoody Pavilion site (DRI #2590 in 2016) should shorten and improve this route as long as full public access is protected.

Despite the advantage of nearby MARTA rail stations, the site is not directly served by other transit options, such as MARTA bus routes. There are private employee shuttles serving some of the employers in Perimeter Center, and it's worth considering partnerships to allow residents, employees, and visitors of the DRI to use them. Care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths, entrances, and parking areas. The site plan as presented offers an internal street network that resembles a traditional urban grid around the commercial locations, which is commendable. Additional comments from the ARC's Transportation Access & Mobility Group are attached.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages. The DRI devotes a significant portion of the overall site to open spaces and park area, as well as stormwater management and stream buffer at the far southwest corner of the site. Please see the

attached comments from ARC's Natural Resources Group, which note that the site is located in the Nancy Creek basin of the Peachtree Creek watershed. It notes that variances may be required under the City's stream buffer ordinance and the State Erosion and Sedimentation Act.

Further to the above, general policy recommendations for Regional Employment Corridors and Regional Centers are offered below. The Region's Core and Regional Employment Corridors contain 26% of the 10-county region's jobs and 8% of region's population today on approximately 2.25% of the land area. Recommendations include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit, increase 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.

Regional Centers, shown in purple, have 10,000 jobs or more in approximately four square miles. People travel from around the region to these centers for employment, shopping, and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit.

Some Regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi-modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs. Some Regional Centers may have high concentrations of logistics or industrial uses. The retention of these uses is a key regional strategy. While some housing and other uses can be added, special attention should be given to reducing the impacts these will have on the existing logistics/industrial uses. Strategies include:

- 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
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and redevelopment of existing sites
- 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
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent

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

ARC COMMUNITY DEVELOPMENT	ARC TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & HEALTH RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GRTA/SRTA
MARTA	DEKALB COUNTY	CITY OF DUNWOODY
FULTON COUNTY	CITY OF SANDY SPRINGS	CITY OF ATLANTA
PERIMETER CIDS		

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



Developments of Regional Impact

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

DRI #3133

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: City of Brookhaven

Individual completing form: Aronda Smith, Senior Planner

Telephone: 404-637-0500

E-mail: planning@brookhavenga.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: Lake Hearn

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1396 and 1400 Lake Hearn Drive Brookhaven, GA 30319

Brief Description of Project: Rezoning of subject property to include the redevelopment of former Cox Building to include a mixture of uses comprised of approximately 25,000 square feet of commercial space and 615 multi-unit residences and 5 acres of green 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.): Overall 21.14 acres to include 25,000 sf commercial; 615 residences; 5 acres of green space

Developer: AMLI Residential

Mailing Address: 260 Peachtree Road NW

Address 2: Suite 1700

City: Atlanta State: GA Zip: 30303

Telephone: 770-291-3300

Email: lakehearn@amli.com

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

If yes, property owner: TGPL Lake Hearn Owner, LLC

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:

☒ Rezoning
☐ Variance
The initial action being
requested of the local
government for this project: ☐ 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: 3rd Quarter 2024
Overall project: 3rd Quarter 2024

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



Developments of Regional Impact

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

DRI #3133

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: City of Brookhaven
Individual completing form: Aronda Smith, Senior Planner
Telephone: 404-637-0500
Email: planning@brookhavenga.gov

Project Information

Name of Proposed Project: Lake Hearn
DRI ID Number: 3133
Developer/Applicant: AMLI Residential
Telephone: 770-291-3300
Email(s): lakehearn@amli.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: \$260,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$2,500,000

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):

Water Supply

Name of water supply provider for this site: DeKalb County Watershed Management

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.1 MGD (average)

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:
N/A

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?
No Public Extension; Private, on-site main required

Wastewater Disposal

Name of wastewater treatment provider for this site: DeKalb County Watershed Management

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.1 (MGD) AVG, 2.5 MGD (Peak)

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: Pending County Certification

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? Not an extension, but a re-route

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.) AM Peak - 323; PM Peak Hour - 339

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:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,475

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? +/- 55%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The applicant is proposing an integrated stormwater management plan that include several detention ponds to improve existing water quality conditions. USACE approved a nationwide permit #39 for 280 LF of stream impacts. An application has been submitted to the Georgia EPD to encroach into the associated stream buffers with minimal impacts

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:
Streams, as authorized by the US Army Corps Engineers; Wetlands on site but no proposed impacts. Floodplain on-site.
Any proposed fill will be compensated on-site for no rise in floodplain elevation.

[Back to Top](#)

Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Wednesday, September 16, 2020 9:34 AM
To: Greg Giuffrida
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Giambrone, Michael; Kleine, Tracie; maevans@dekalbcountyga.gov
Subject: RE: ARC DRI Review Notification - Lake Hearn DRI #3133
Attachments: ARC Preliminary Report - Lake Hearn DRI 3133.pdf

Greg,

The proposed mixed-use project on Lake Hearn Drive in the City of Brookhaven, redevelops the 21-acre office site with 19,000 square feet of commercial space, 615 multifamily apartment units, and 5 acres of greenspace, is 3.2 miles northwest of the DeKalb Peachtree Airport (PDK). It is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport.

However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>). Those submissions for the buildings and any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mario Evans with the DeKalb Peachtree Airport (PDK) on this email.

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

Alan Hood

Airport Safety Data Program Manager



Aviation Programs

600 West Peachtree Street NW

6th Floor

Atlanta, GA, 30308

404.660.3394 cell

404.532.0082 office

From: Greg Giuffrida <GGiuffrida@atlantaregional.org>
Sent: Wednesday, September 2, 2020 5:20 PM
To: Andrew Spiliotis <aspiliotis@srta.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; 'ccomer@dot.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Greg Floyd - MARTA (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Hatch, Justin A <juhatch@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Jon West <jon.west@dca.ga.gov>; Zahul, Kathy

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

DRI INFORMATION

DRI Number #3133
DRI Title Lake Hearn Drive
County DeKalb County
City (if applicable) Brookhaven
Address / Location 1400 Lake Hearn Drive, Brookhaven

Proposed Development Type: Approximately 21 acres consisting of 630 units of multi-family housing (mid-rise) and +/- 25,400 sf of commercial space.

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied Aries Little
Date September 9, 2020

TRAFFIC STUDY

Prepared By: A & R Engineering
Date August 28, 2020

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 the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

☐ NO *(provide comments below)*

The traffic analysis includes programmed projects on Page 23. Two projects I 285 Northbound Express lanes and Collector lanes improvements (AR- ML 200) and Interchange Improvements at Ashford Dunwoody Road (DK- AR-240) were not specifically identified though may be listed under another project ID. Both projects are scheduled after proposed development is completed.

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)*

Access to the development is proposed by four access points on Lake Hearn Drive, a local collector.

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*)

Access to the site proposes four access points on Lake Hearn Drive.

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

Nearest Station

Medical Center, Dunwoody

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*)

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*)

[Click here to provide comments.](#)

** 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

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 Route(s) 401, 428, 482

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 (No Sidewalks or 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

MARTA, GRTA Express

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*)

* *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 local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks 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*)
- ☐ OTHER (*Please explain*)

Lake Hearn Drive provides access to adjacent parcels.

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*)
- ☐ OTHER (*Please explain*)

Lake Hearn Drive: west of Parkside Place, Lake Hearn Drive has sidewalks on both sides of the roadway. To the east of Parkside Place, Lake Hearn Drive has a sidewalk on the south side of the road.

- Perimeter Center Parkway: sidewalks on both sides of the roadway.
- Perimeter Summit Parkway: sidewalks on both sides of the roadway.
- Parkside Place: sidewalks on both sides of the roadway.
- Ashford Dunwoody Road: sidewalks on both sides of the roadway.

Bike paths are present along the following roadways in the study network:

- Perimeter Summit Parkway: bike paths on both sides of the roadway.
- Perimeter Center Parkway: bike paths on both sides of the roadway.

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)

Pedestrian facilities are proposed within the development and sidewalks currently exists along the roadways.

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)*

Due to proposed uses, Minimal freight traffic is anticipated as a part of this development.

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)*

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

LAKE HEARN DRI
City of Brookhaven
Natural Resources Group Review Comments

September 1, 2020

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection and Stream Buffers

The proposed project is located in the Nancy Creek basin of the Peachtree Creek watershed, which in turn drains into the Chattahoochee River below the water supply intakes in the Atlanta Region. The USGS coverage for the project area shows one blue line stream running to the west of the property. The submitted site plan shows that stream as well as an unmapped tributary running along the southern portion of the property. The site plan shows the City of Brookhaven's 50-foot undisturbed stream buffer and additional 25-foot impervious setback as well as the State 25-foot erosion and sedimentation buffer along both streams. The site plan shows development within the buffers along the unmapped stream, which may require variances under the City stream buffer ordinance and the State Erosion and Sedimentation Act. Any other unmapped streams on the property may also be subject to the City's Stream Buffer Ordinance. Any waters of the state that may be on the property will also be 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 the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.



DRI SITE INFORMATION	
SITE ACREAGE (ac.)	21.14
PROPOSED ZONING	MPD
DEVELOPMENT TYPE	MIXED USE
Front Setback to Lake Hearn	10 ft.

BUILDINGS	HEIGHT (STORIES)	FOOTPRINT S.F.	GROSS S.F.
Building "1"	5+Basement	35,100	185,371
Building "2"	5+Basement	34,500	184,140
Building "3"	5+Basement	22,650	123,967
Building "4"	4+Basement	39,700	142,515
Building "5"	5+Basement	17,260	91,073
Building "C1"	1 Story (Double Height)	5,406	5,406
Building "C2"	1 Story (Double Height)	2,619	2,619
Building "C3"	1 Story (Double Height)	11,078	11,078

Total Square Footage	746,169
Total Non-Residential	19,103
Residential Units	615
Residential Density	29.09
Floor Area Ratio (F.A.R.)	0.81
Workforce Housing (10%) Units	62

PARKING PROVIDED	LEVELS	FOOTPRINT S.F.	SPACES PROVIDED
Parking Deck "1"	6 Levels	21,900	790
Parking Deck "2"	4 Levels	42,800	240
Surface Parking	n/a	n/a	149
Total Spaces Provided			1,179

PARKING REQUIRED	RATIO	\$Q. FT. or # OF UNITS	SPACES REQUIRED
Restaurant	8.0 per 1,000 s.f.	19,500	156
Retail	2.5 per 1,000 s.f.	6,500	16
1-BR Unit	1 per unit	385	385
2-BR Unit	1.5 per unit	181	272
3-BR Unit	2.0 per unit	30	45
Total Spaces Required			674

BICYCLES SPACES REQUIRED	SHORT TERM	LONG TERM	SHORT TERM REQUIRED*	LONG TERM REQUIRED
Restaurant	0.5 per 1,000 s.f.	0.05 per 1,000 s.f.	10	1
Retail	0.5 per 1,000 s.f.	0.1 per 1,000 s.f.	3	1
1-BR Unit	0.1 per unit	0.2 per unit	29	77
2-BR Unit	0.1 per unit	0.2 per unit	3	6
Total Spaces Required			56	85
(* Short Term max. is 30, use 30 for residential use)				43

OPEN SPACE / PARK AREAS	SQ. FOOTAGE (s.f.)	ACREAGE (ac.)
Open Space #1 (PARK)	80,000	1.84
Open Space #2 (PARK)	60,000	1.38
Open Space #3 (PARK)	35,000	0.80
Open Space #4 (Amenity)	1,200	0.03
Open Space #5 (Amenity)	1,800	0.04
Total Open Space	178,000	4.09
Total Open Space (%)	19.3%	



**Know what's below.
Call before you dig.
Dial 811
Or Call 800-282-7411**

THE LOCATION OF ALL UTILITIES (ABOVE OR BELOW GROUND) SHOWN ON THESE DRAWINGS ARE APPROXIMATE & WERE OBTAINED FROM OBSERVATIONS AT THE SITE AND/OR FROM THE UTILITY OWNERS. HANES, OGDEN & ASSOCIATES DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY OR HIS AGENT AND/OR THE CONTRACTOR TO DETERMINE EXACT LOCATIONS OF EXISTING UTILITIES (ABOVE OR BELOW GROUND) & TO NOTIFY UTILITY OWNERS BEFORE BEGINNING ANY CONSTRUCTION.

CAUTION—NOTE TO CONTRACTOR

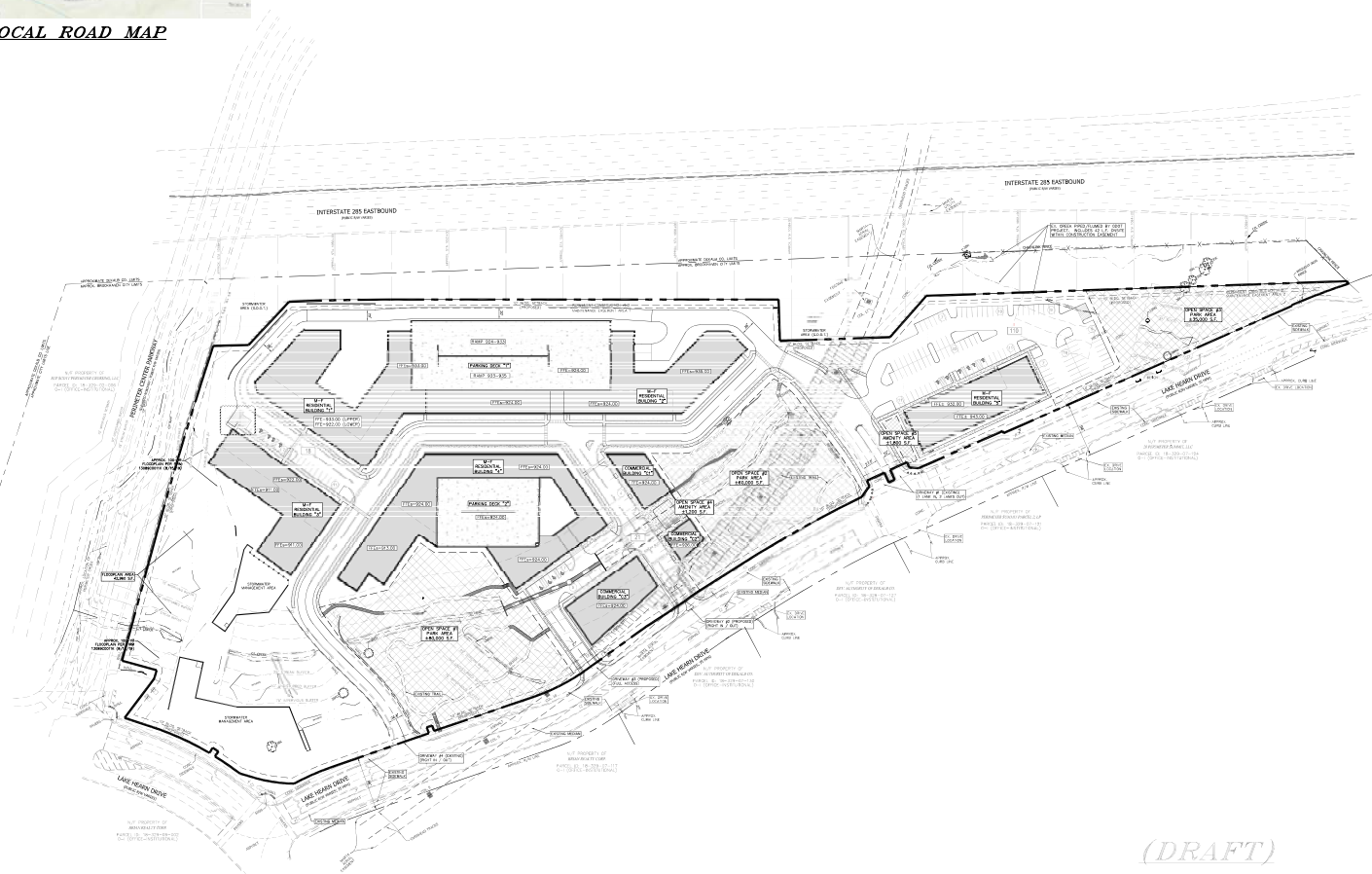
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETELY ACCURATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE THE RELOCATION OF ALL THE UTILITIES WHICH CONFLICT WITH THE PROPOSED

DEVELOPER AGREES TO SET ASIDE 10% OF THE MULTI-FAMILY RESIDENTIAL UNITS AS WORKFORCE HOUSING (62 UNITS).

DEVELOPER INTENDS TO COMPLY WITH SECTION 27-497(c)(2) TO SET ASIDE AT LEAST 15% OF THE DEVELOPMENT AS PUBLICLY ACCESSIBLE OPEN SPACE THAT COMPLIES WITH OPEN SPACE REGULATIONS OF 27-482.

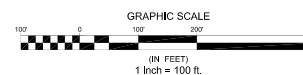
STORMWATER MANAGEMENT SHALL ACCOUNT FOR ALL NEW AND EXISTING IMPERVIOUS SURFACE AREA LOCATED ON THE SUBJECT PROPERTY.

- | | |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| 1. OWNER/DEVELOPER | AMELI RESIDENTIAL
240 PEACHTREE ST., NW, SUITE 1700
ATLANTA, GEORGIA 30303
CONTACT: ANNIE HIRST, (770) 281-3357 |
| 2. CIVIL ENGINEER | HAINES, GIPSON & ASSOCIATES, INC.
1550 NORTH BROWN ROAD, SUITE 100
LAWRENCEVILLE, GA 30045
SCOTT SAMUEL, P.E. (770) 491-7550 |
| 3. TRAFFIC ENGINEER | A&R ENGINEERING, INC.
2166 KINGTON COURT, SUITE 0
MARIETTA, GEORGIA 30067
ARNDT, ANNE, P.E. (770) 680-0755 |



(DRAFT)

OVERALL
DRI SITE PLAN



PLANS FOR D.R.I. REVIEW ONLY. NOT RELEASED FOR CONSTRUCTION.



HGA
JAMES GIPSON & ASSOCIATES
Civil • Structural • Bridge

AMLI
RESIDENTIAL

1400 LAKE HEARN
RE-DEVELOPMENT[illegible]

Figure 6 – Site Plan