REGIONAL REVIEW NOTIFICATION

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

DATE: Oct 17 2005 **ARC REVIEW CODE**: R510171

TO: Mayor Shirley Franklin
ATTN TO: Harry Boxler, Principal Planner
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: **Lindmont Redevelopment**
Review Type: Development of Regional Impact

Description: The Lindmont project is a proposed redevelopment of an existing apartment community on a 20.69 acre in the City of Atlanta. The proposed redevelopment will consist of 400 apartment units, 275 townhomes, 115 townhouses, 600 high rise residential units, and 100,000 square feet of neighborhood scale retail. The proposed development is located along the south side of Lindbergh Road between Piedmont Avenue and Adina Drive. Access to the site is proposed at two locations along Lindbergh Drive, three location along Piedmont Road, and two along Adina Drive.

Submitting Local Government: City of Atlanta
Date Opened: Oct 17 2005
Deadline for Comments: *Nov 1 2005*
Earliest the Regional Review can be Completed: Nov 16 2005

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

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

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2005-11-01 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: http://www.atlantaregional.com/qualitygrowth/reviews.html .

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Lindmont Redevelopment** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

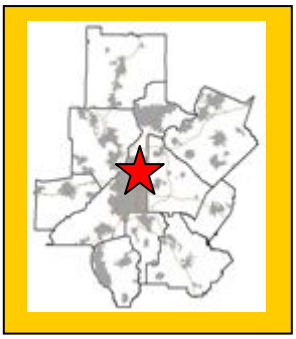
Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *Nov 1 2005*

Preliminary Report:	October 17, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Lindmont Redevelopment #921
Final Report Due:	Novemeber 16, 2005		Comments Due By:	November 1, 2005

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



The Lindmont project is a proposed redevelopment of an existing apartment community on a 20.69 acre in the City of Atlanta. The proposed redevelopment will consist of 400 apartment units, 275 townhomes, 115 townhouses, 600 high rise residential units, and 100,000 square feet of neighborhood scale retail. The proposed development is located along the south side of Lindbergh Road between Piedmont Avenue and Adina Drive. Access to the site is proposed at two locations along Lindbergh Drive, three location along Piedmont Road, and two along Adina Drive.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2008.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned SPI 15. The site does not need to be rezoned to allow for the development. The DRI trigger for the proposed development was for a permit and SAP. Information submitted for the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan which designates the area as a high density residential.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2004	**The Reserve at Cranbrook**
2002	**Lindbergh Plaza**
1998	**Lindbergh TOD**
1986	**Grays Property Residential**
1985	**Lenox 400**

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently occupied by 304 apartment units.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed Lindmont Redevelopment project meets many of the ARC's Regional Development Policies. The proposed development is investing in an area of the City of Atlanta that has the infrastructure in place to accommodate future population and employment growth efficiently. The proposed development is providing a mixed use development within the site while further promoting the principles of transit oriented development within the larger context of the immediate surrounding area. The proposed development is also offering a variety of housing units for individuals and families of diverse incomes.

It is important to ensure that residents of the development have safe and adequate pedestrian and bicycle access to the Lindbergh Transit Center and Lindbergh Plaza. The developer should work with the City and the development companies of these other developments to ensure that the area develops into a true transit oriented development that encourages and allows safe movement of alternative modes of transportation.

Information submitted during the review suggests that the residential component in Block D of the site plan will be one of the last parts of the development to be constructed. It is important to ensure that part of the development is built as shown on the site plan or similar to it. As the site plan is amended through the review and approval process, the development of Block D into a mix of residential and commercial uses that is compatible with the design of the remainder of the site is important. Auto oriented development should be deterred from this portion of the site.

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The project is located in the City of Atlanta. The project site approximately 20/69 acres located on the south side of Lindbergh Street at the in between Piedmont Road and Adina Drive.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the City of Atlanta.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The proposed development is surrounded by commercial and residential uses.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is $220,000,000 with an expected $3,000,000 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

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

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

To be determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Watershed Protection and Stream Buffers

Peachtree Creek forms the southern boundary of the project property and drains to the Corridor portion of the Chattahoochee River. The Metropolitan River Protection Act requires that local governments with land draining to the Corridor portion of the River adopt tributary buffer zone ordinances to protect tributaries flowing to the Chattahoochee. In addition, the Metropolitan North Georgia Water Planning District has required local governments in the District to adopt stream buffer ordinances at least as effective as the District's model ordinance. The City of Atlanta has a stream buffer ordinance that meets both the Metro River Act and District requirements for streams in the City. The City Ordinance requires a 75-foot buffer along perennial and intermittent streams. The site plan shows a 100-foot buffer along Peachtree Creek.

All state waters on the property are subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within the Erosion and Sedimentation buffers will require a variance.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These estimates are estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. A multi-family development already exists on the property; existing runoff and pollutant loadings may be the same or higher as for the proposed project with required stormwater controls. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Townhouse/Apartment	25.25	26.51	270.43	1691.75	15276.25	19.19	3.54
TOTAL	**25.25**	**26.51**	**270.43**	**1691.75**	**15276.25**	**19.19**	**3.54**

Total % impervious 48%

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) 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.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

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

Access to the development will be provided at two locations along Lindbergh Drive, three along Piedmont Road, and two along Adina Drive.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

URS performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

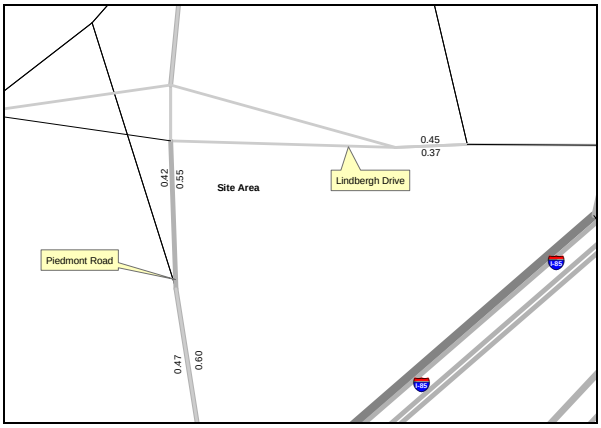
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
400 Apartments	40	160	200	154	84	238	2554
275 Low-Rise Condominiums	20	96	116	92	46	138	1517
115 Town Houses	10	48	58	45	22	67	723
600 High-Rise Condominiums	45	135	180	125	79	204	2464
100,000 sq ft Retail Space	95	62	157	115	146	261	4105
Total Reductions	-56	-72	-128	-106	-98	-204	-1562
TOTAL NEW TRIPS	**154**	**429**	**583**	**425**	**279**	**704**	**9801**

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

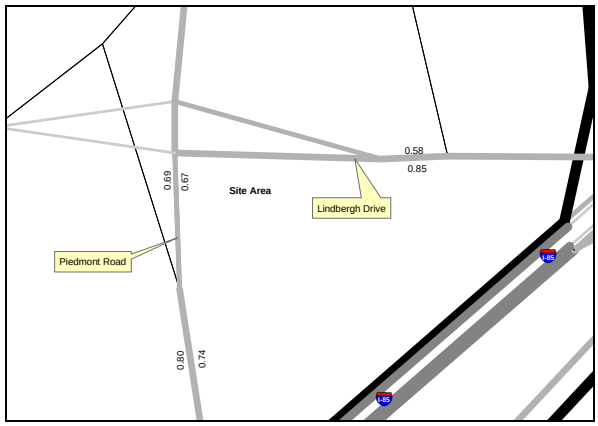
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

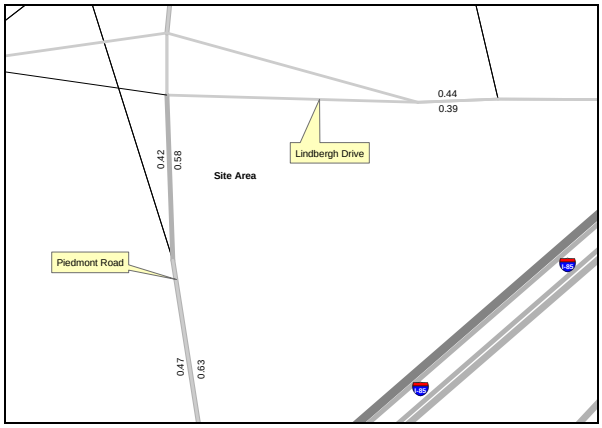
V/C Ratios



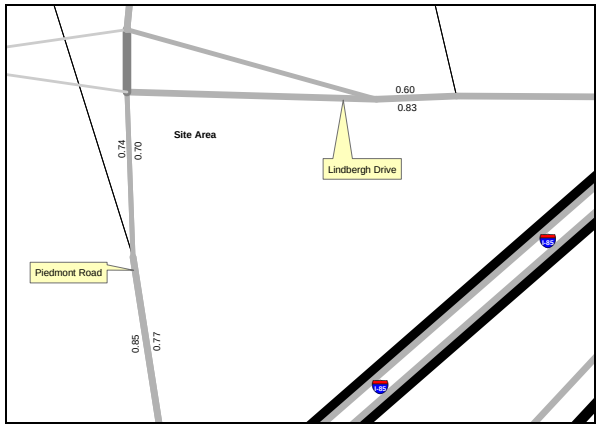
2005 AM Peak



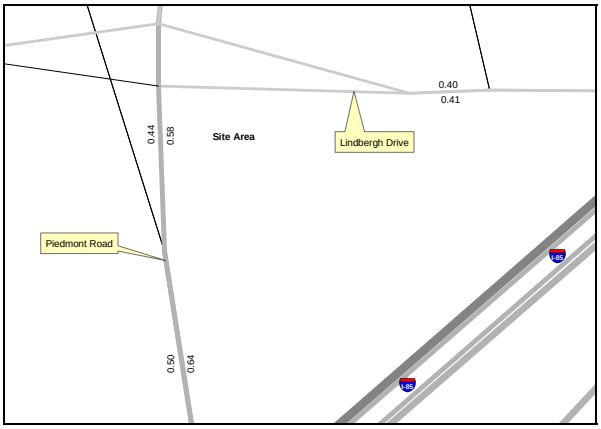
2005 PM Peak



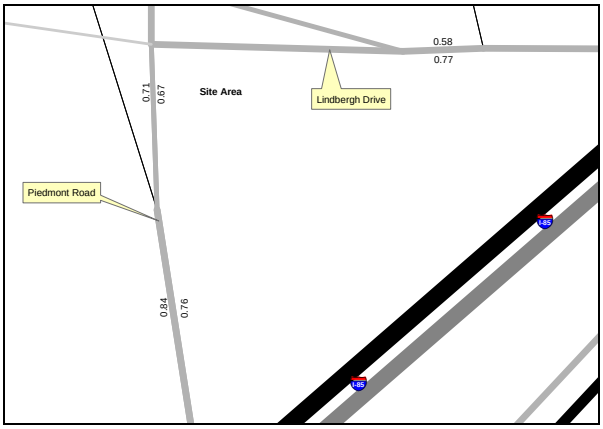
2010 AM Peak



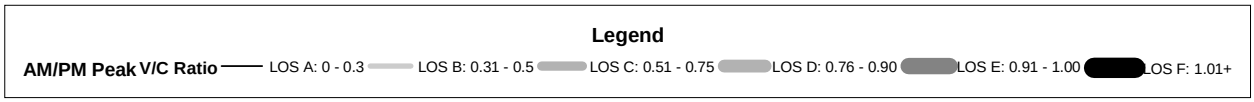
2010 PM Peak



2030 AM Peak



2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2005-2010 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AT-AR-212A, B	I-85 NORTH at SR 400	Interchange Upgrade	2007
AR-340	SR 400 ATMS - COMMUNICATION AND SURVEILLANCE	Roadway Operations	2006
AR-440A, B	SR 400 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-910	SR 13 (BUFORD HIGHWAY) ARTERIAL BUS RAPID TRANSIT (BRT)	Transit Facility	2026
AR-450A	INNER CORE TRANSPORTATION CORRIDOR - PHASE 1, SEGMENT 1 – MULTI-USE PATH IN THE NORTHEAST QUADRANT [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Multi-Use Bike/Ped Facility	2011

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Lindmont Redevelopment.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made the following recommendations for improvements to be carried out in order to upgrade the existing level of service.

Piedmont Road at Garson Drive

- Investigate the viability of providing northbound and southbound left-turn lanes along Piedmont Road within the existing curb width.
- Modify signal phasing to provide permissive-plus-overlap phasing for the eastbound right-turn movement.

Lindbergh Drive at Adina Drive

- Widen northbound and southbound Adina Drive approaches to provide an exclusive left-turn lane and a shared through-right-turn lane along each.

Piedmont Road at Garson Drive/Site Driveway

- For the exiting approach, provide an exclusive right-turn lane and a shared through-left-turn lane.

Piedmont Road at central Right-in/Right-out Driveway

- Provide northbound right-turn deceleration lane entering the site and a single exiting lane.

Piedmont Road at northern Right-in/Right-out Driveway

- Provide northbound right-turn deceleration lane entering the site and a single exiting lane.

Piedmont Road at western Right-in/Right-out Driveway

- Provide northbound right-turn deceleration lane entering the site and a single exiting lane.

Piedmont Road at main Driveway

- Provide northbound right-turn deceleration lane entering the site and a single exiting lane.

Lindbergh Way at western Driveway

- Provide eastbound right-turn deceleration lane entering the site and a single exiting lane.

Lindbergh Drive at main Driveway

- Provide eastbound right-turn deceleration lane entering the site and two exiting lanes: an exclusive right-turn lane and a shared through-left-turn lane.

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

The Lindbergh MARTA Rail Station is located within walking distance of this project, (1/4 mile from the site), providing excellent regional rail connectivity. Additionally, MARTA bus routes #5, #6, #27, #30, #33, #38, #39, #44, and #245 service the Lindbergh Rail Station providing further transit access on a regional level.

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

None proposed.

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac		6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%
w/in 1/2 mile of MARTA Rail Station		5%
TMA or Parking Management Program		3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
Total		**22%**

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

Traffic impacts by this development are minimal. However, the area surrounding the site is quickly developing. It is suggested that all recommended improvements be implemented prior to completion of this project in order to decrease the stress placed on the surrounding roadway network.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.423 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.M Clayton plant will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of R.M.Clayton is listed below

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 and 2014, respectively.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.423 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 2,249,057 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE
Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review.

AGING

Does the development address population needs by age?

To be determined during the review.

What is the age demographic in the immediate area of the development?

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 1390 housing units that will include apartment, condos, high rise residential units, and townhomes.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 94.02. This tract had a 21.5 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 10 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: 921
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 9/22/2005 12:25:29 PM

DEVELOPMENT OF REGIONAL IMPACT
Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Harry Boxler Principal Planner City of Atlanta City Hall Bureau of Planning Suite 3350 55 Trinity Ave., S.W. Atlanta, Georgia 30303
Telephone:	404-330-6911
Fax:	404-658-7491
E-mail **(only one)**:	hboxler@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:	Lindmont Redevelopment

Development Type	Description of Project	Thresholds
Mixed Use	400 apt. units; 275 condos; 600 high-rise condos; 114 townhomes	View Thresholds

Developer / Applicant and Mailing Address:	Brian Kerr, Development Manager, Lane Investment + Development Corp., 5555 Glenridge Connector, Suite 700, Atlanta, GA 30342
Telephone:	404-459-6121
Fax:	404-459-6248
Email:	bkerr@lanecompany.com
Name of property owner(s) if different from developer/ applicant:	
Provide Land-Lot-District Number:	17 - 0049 - LL072
What are the principal streets or roads providing vehicular access to the site?	Lindberg Dr., Piedmont Rd., Adina Dr.
Provide name of nearest street(s) or intersection:	Lindbergh/Piedmont
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y

If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: City of Atlanta (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit, Other SAP
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: April 2011 Overall project:

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe): A traffic study is currently underway.	Y

Submitted on: 10/5/2005 8:50:02 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Harry Boxler
Telephone:	404-330-6911
Fax:	404-658-7491
Email (**only one**):	hboxler@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	Lindmont Redevelopment
DRI ID Number:	921
Developer/Applicant:	Lane Company
Telephone:	404-459-6121
Fax:	404-459-6248
Email(s):	bkerr@lancompany.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y

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

Economic Impacts

Estimated Value at Build-Out:	$220,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$3M annually in RE taxes; $200M in taxable sales revenue from condo sales
Is the regional work force sufficient to fill the demand created by the proposed project?	Y

If the development will displace any existing uses, please describe (using number of units, square feet., etc): 304 existing, occupied apartments will be displaced

Community Facilities Impacts

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)?	0.423 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	N

If there are plans to expand the existing water supply capacity, briefly describe below:

If water line extension is required to serve this project, 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)?	0.423 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	N
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, 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.)	552 (am peak hour) 659 (pm peak)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2,249.057 tpy
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	N
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	60.5%
Is the site located in a water supply watershed?	Y

If yes, list the watershed(s) name(s) below:
Peachtree Creek

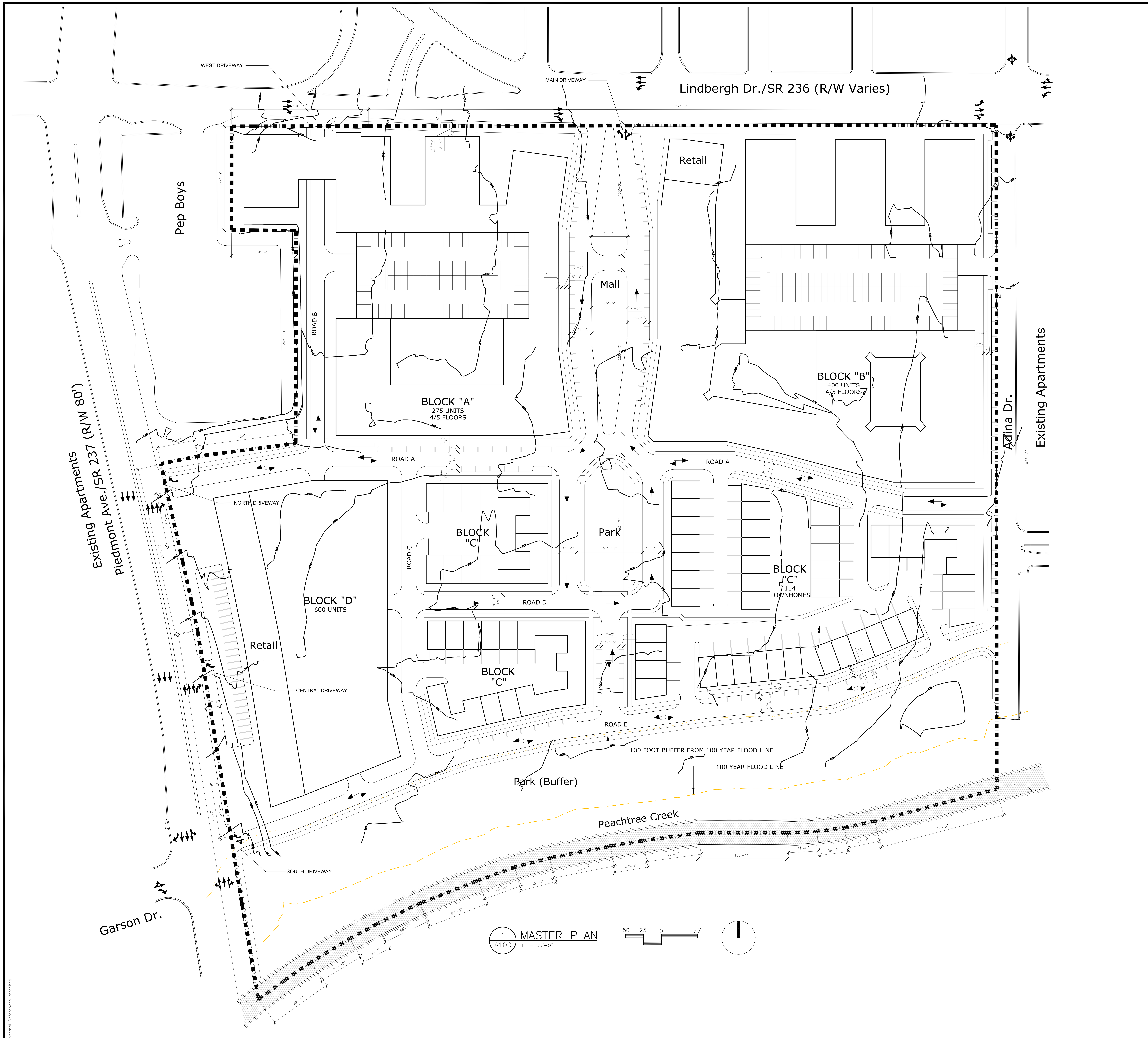
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:
Detention ponds, water quality features, stream buffers and/or channel protection measures will be implemented in accordance with the City of Atlanta standards.

Environmental Quality

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

1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N

If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Detention ponds, water quality features, stream buffers and/or channel protection measures will be implemented in accordance with the City of Atlanta standards.	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	



AREA/UNIT DETAILS

ZONING CLASSIFICATION: SPI 15 - SUB AREA 8
LINDBERG TRANSIT STATION AREA DISTRICT

F.A.R. - ALLOWED: UP TO 2.0
PROVIDED : 1.6

COMMERICAL - ALLOWED: UP TO 5% - 117,500 SQUARE FEET
PROVIDED: 90,000 SQUARE FEET

NET LOT AREA: (1,098,880 SQUARE FEET) 25.25 ACRES

GROSS LAND AREA: 1,175,281 SQUARE FEET

TOSR - REQUIRED: 0.67
PROVIDED: 0.67

UOSR - REQUIRED: 0.41
PROVIDED: 0.41

UNIT DETAILS
BLOCK "A": 275 UNITS
BLOCK "B": 400 UNITS
BLOCK "C": 114 TOWN HOMES
BLOCK "D": 600 UNITS
TOTAL: 1,389 UNITS

PARKING	OFF-STREET - DECKS	PROVIDED
	BLOCK "A"	455
	BLOCK "B"	600
	BLOCK "D"	800
	ON-STREET	101
	TOTAL	1,956

SIDEWALKS -	REQUIRED	PROVIDED
STREET FURNITURE AND PLANTING ZONE	5' MIN.	5'
CLEAR ZONE		
PIEDMONT ROAD	15'	15'
LINDBERG DRIVE	10'	10'
OTHERS	6'	6'
SUPPLEMENTAL ZONE		
PIEDMONT ROAD	5'	5'
LINDBERG DRIVE	5'	5'
STREET FRONTING, SIDEWALK LEVEL RESIDENTIAL UNITS	5'	5'

NOT FOR CONSTRUCTION

Drawn: ARC
Checked: VB
Date: 08/22/05
Job No.: 05210DAWLEN

Revisions:

No.	Date

LINDMONT REDEVELOPMENT

ATLANTA, FULTON COUNTY, GEORGIA

sizemoregroup

Title: MASTER PLAN

Scale: 1" = 50'-0"

Sheet: A100