



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: Aug 31 2007

ARC REVIEW CODE: R708311

TO: Mayor Eva Galambos
ATTN TO: Patrice Ruffin, 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 related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Lakeside Mixed Use Development
Review Type: Development of Regional Impact

Description: The proposed Lakeside project is a redevelopment on 26.03 acres in the City of Sandy Springs. The redevelopment proposes 1,125,000 square feet of office, 200 room hotel, 300 residential units, and 50,000 square feet of commercial space. Currently there is 410,000 square feet of existing office space on the site, of which 85,000 will be demolished. The proposed development is located just north of Interstate 295 and west of Georgia 400.

Submitting Local Government: City of Sandy Springs
Date Opened: Aug 31 2007
Deadline for Comments: Sep 14 2007
Earliest the Regional Review can be Completed: Sep 30 2007

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY
FULTON COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY
CITY OF ATLANTA

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
NORTH FULTON CID
METRO ATLANTA RAPID TRANSIT AUTHORITY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-09-14 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/landuse> .



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

Preliminary Findings of the RDC: **Lakeside Mixed Use Development** *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:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

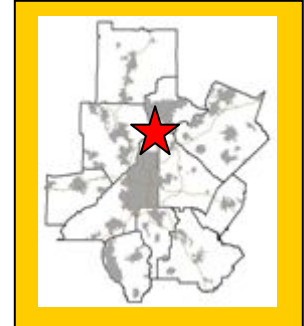
Return Date: *Sep 14 2007*

Preliminary Report:	August 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Lakeside Redevelopment #1503
Final Report Due:	September 29, 2007		Comments Due By:	August 16, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Lakeside project is a redevelopment on 26.03 acres in the City of Sandy Springs. The redevelopment proposes 1,125,000 square feet of office, 200 room hotel, 300 residential units, and 50,000 square feet of commercial space. Currently there is 410,000 square feet of existing office space on the site, of which 85,000 will be demolished. The proposed development is located just north of Interstate 295 and west of Georgia 400.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

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 Office/Institutional (O-I). The proposed zoning for the site is MIX. Information submitted for the review states that the proposed development is consistent with the City of Sandy Spring's Future Development Map, which designates the site as Live/Work Community and Live/Work Regional.

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?

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

YEAR	NAME
2006	PALISADES DEVELOPMENT
2005	CONCOURSE
2005	COSMOPOLITAN NORTH
2005	CORPORATE CAMPUS
2001	COUSINS PROP/NORTHSIDE HOSPITAL
2000	GLENRIDGE 400
2000	ST. JOSEPH MEDICAL OFFICE BUILDINGS
1998	GLENRIDGE @ HIGHLAND
1995	GLENRIDGE PERIMTER OFFICE DEV
1990	5825 GLENRIDGE DRIVE MIXED USE
1989	ROSWELL/285 MIXED USE
1989	HAMMOND CENTER
1988	CENTRAL PARK REVISED
1988	HAMMOND VENTURE
1987	PALISADES PHASE IV
1987	LAKESIDE COMMONS
1987	SCOTTISH RITE HOSPITAL
1986	LANDMARKS CONCOURSE
1986	ABERDEEN FOREST
1985	DUNWOODY SPRINGS OFFICE CENTER II

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

Information submitted for the review states there is 410,000 square feet of existing office space on the site. With the redevelopment, 85,000 square feet will be demolished and 800,000 square feet of new office will be proposed.

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

No.

Is the proposed development consistent with regional plans and policies?

According to the Unified Growth Policy Map, the proposed development is located in an area designated as regional center within a mega corridor. Regional Centers are defined as areas of intense retail, office and residential uses that can be integrated and separate. Mega Corridors are defined as the most intensely developed radial corridors in the region. The proposed development includes a mixture of uses that support the Regional Development Plan Policies.

The proposed development is located within the Sandy Springs LCI Study area; therefore, it should meet or exceed the goals of the study as well as the Regional Development Plan Policies. According to the LCI Study, the area has been identified as an area highly susceptible to change. The study

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suggests that redevelopment should allow greater density and reduced parking requirements when it utilized a desirable mix of uses, incorporates desired street connections, open space and landscaping into development patterns, provides an integrated pedestrian network along streets and at appropriate levels between blocks, and support greater accessibility by improving linkages of land use to public transportation. The proposed development is also located in the future Glenridge Corridor Study Area.

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PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

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.

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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.

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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 proposed development is located in the City of Sandy Springs along Glenridge Drive to the northeast of Glenridge Drive and Interstate 285.

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 Sandy Springs; however it is a mile from DeKalb County.

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.

To be determined during the review.

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 \$337,050,000 with an expected \$4,496,651 in annual local tax revenues.

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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?

Information submitted for the review states the proposed development is expected to generate approximately 4,050 long term jobs..

NATURAL RESOURCES

Watershed Protection and Stream Buffers

The property is in the Nancy Creek sub-basin of the Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. The proposed project is shown as being built over existing parking lots in an existing office park development with minimal increases in impervious coverage or disturbance outside of existing disturbed areas.

Stormwater / Water Quality

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

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	26.03	44.51	452.92	2811.24	25587.49	32.02	5.73
TOTAL	26.03	44.51	452.92	2811.24	25587.49	32.02	5.73

Total Impervious = 85%



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If new or upgraded on-site detention is required, the design should include stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) 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

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

The site is currently served by an existing driveway that aligns across from Glenforest Road, which is signalized and will continue to serve as the primary access for the site. The site also proposes two right-in/right-out accesses along Glenridge Drive. In addition the site proposes an inter access point along Glenridge Drive.

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

A & R Engineering 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:

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		A.M. Peak Hour			P.M. Peak Hour			24 Hour
Land Use		Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
General Office 715,000 Square Feet		796	109	905	150	730	880	6,067
Hotel 200 Rooms		59	38	97	63	55	118	1,417
High-Rise Residential Condominium/Townhouse 300 Units		22	94	116	73	44	117	1,355
Specialty Retail 50,000 Square Feet		173	188	361	62	79	141	2,177
<i>Mixed-Use Reductions</i>		<i>-11</i>	<i>-11</i>	<i>-22</i>	<i>-20</i>	<i>-21</i>	<i>-41</i>	<i>-629</i>
<i>Alternative Use Reduction</i>		<i>-21</i>	<i>-8</i>	<i>-29</i>	<i>-7</i>	<i>-18</i>	<i>-25</i>	<i>-208</i>
TOTAL NEW TRIPS		1,018	410	1,428	321	869	1,191	10,179

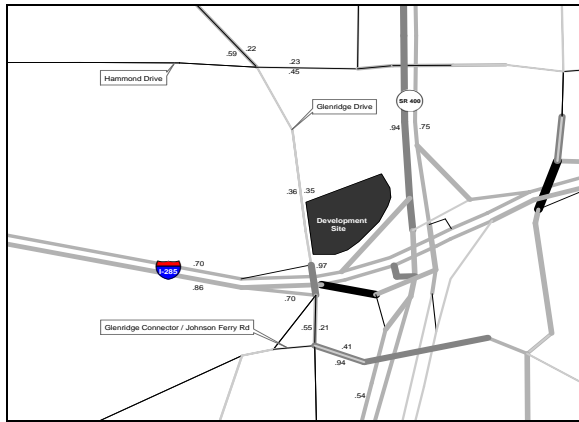
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

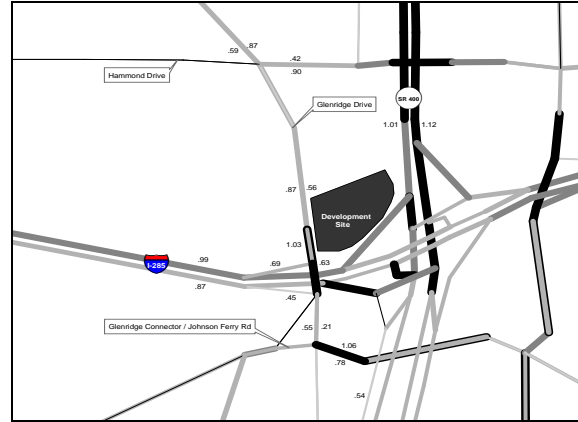
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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.

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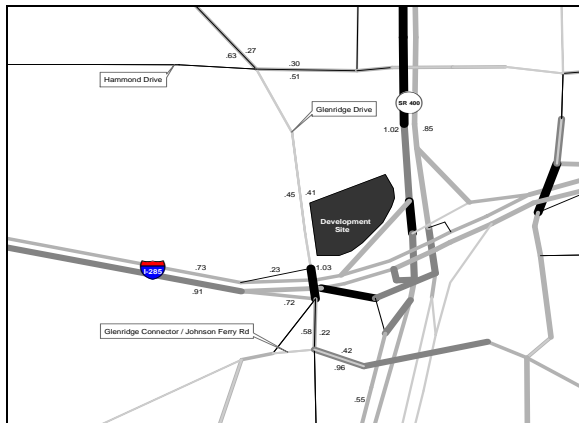
V/C Ratios



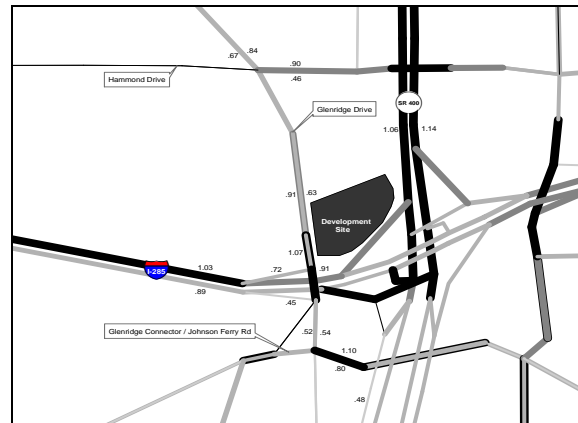
2005 AM Peak



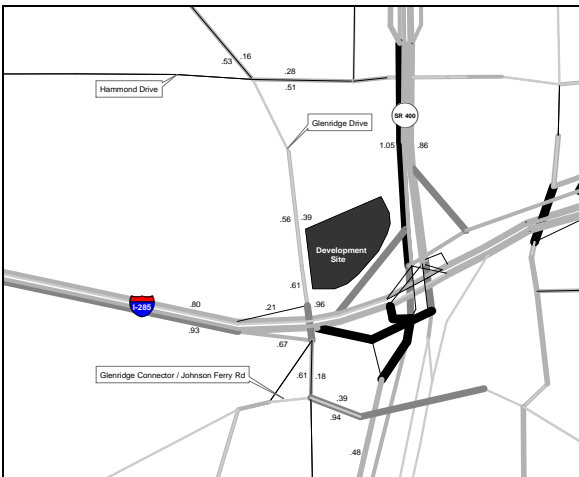
2005 PM Peak



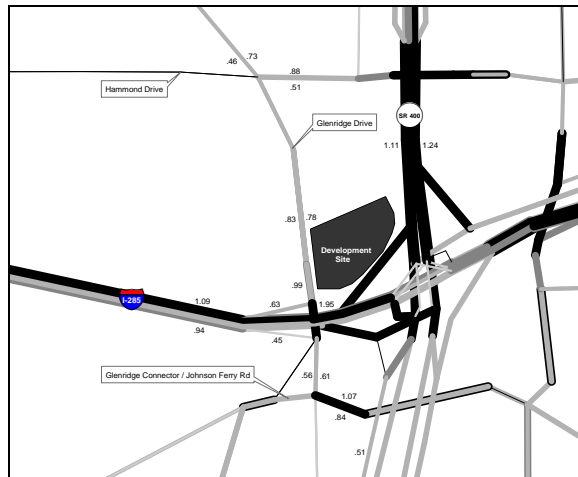
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks

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are being used since they consist of the most up to date transportation networks and data. 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.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-900A	I-285 from Cumberland/Galleria Area in Cobb County to Perimeter Center in DeKalb County	Fixed Guideway Transit Capital	2010
AR-900B	I-285 from Cumberland/Galleria Area in Cobb County to Perimeter Center in DeKalb County	Fixed Guideway Transit Capital	2012
FN-AR-100A	SR 400 from vicinity of Hammond Drive and Abernathy Road to north of Spalding Drive	General Purpose Roadway Capacity	2015

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-901A	I-285 North from Perimeter Center area to Doraville MARTA station	Fixed Guideway Transit Capital	2020
AR-901B	I-285 North from Perimeter Center area to Doraville MARTA station	Fixed Guideway Transit Capital	2020
AR-H-900	I-285 North at SR 400	Managed Lanes	2025
FN-227	Hammond Drive from Mount Vernon Highway to Peachtree Dunwoody Road	ITS-Smart Corridor	2025

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Lakeside Development.

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

Glenridge Drive / Hammond Drive

- Add an additional westbound left turn lane on Hammond Drive creating dual left turn lanes with protected only phasing
- Convert the northbound through lane on Hammond Drive that is directly adjacent to the northbound right turn lane to be a northbound through / right turn lane and provide permissive + overlap phasing for the northbound right turn movement.

Glenridge Connector / Johnson Ferry Road

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- Add an additional northbound left turn lane on Glenridge Connector creating dual left turn lanes.
- Change the westbound right turn phasing on Johnson Ferry Road to permissive + overlap phasing

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

Glenridge Drive / Hammond Drive

- Add an additional westbound left turn lane on Hammond Drive creating dual left turn lanes with protected only phasing.
- Convert the northbound through lane on Hammond Drive that is directly adjacent to the northbound right turn lane to be a northbound through / right turn lane and provide permissive + overlap phasing for the northbound right turn movement.
- Add a dedicated eastbound right turn lane on Hammond Drive.

Glenridge Drive / Glenforest Road / Lakeside Driveway

- Change the eastbound right turn phasing on Glenforest Road to permissive + overlap phasing

Glenridge Drive / I-285 Westbound On-Ramp

- Change the southbound right turn phasing on Glenridge Drive to free phasing and add a receiving lane of at least 250 feet on the I-285 westbound on-ramp.

Glenridge Connector / Johnson Ferry Road

- Add additional northbound left turn lane on Glenridge Connector creating dual left turn lanes.
- Add an additional southbound left turn lane on Glenridge Connector creating dual left turn lanes.
- Change the westbound right turn phasing on Johnson Ferry Road to permissive + overlap phasing.

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 site does not currently have direct access to local transit. However, two MARTA bus routes (5 and 87) provide service on Hammond Drive approximately .5 miles north of the development site. Two MARTA rail stations exist within an approximate 1 mile radius of the site. Medical Center station is the closest in terms of straight line distance at approximately .5 miles but is separated from the site by both SR 400 and I-285 effectively eliminating pedestrian accessibility. Dunwoody rail station is over a mile away from the site but offers easier pedestrian connectivity. MARTA bus routes 5 and 87 mentioned above connect to Dunwoody rail station.

Additionally, the Bus Rapid Transit (BRT) line in AR-900A and AR-900B would run on Hammond Drive with a station proposed at Hammond Drive and SR 400.

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

This DRI falls within the Perimeter CID and the Perimeter Transportation Coalition TMA. However, the developer proposes no transportation demand strategies.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail/Office is dominant, FAR .6-.8	4%	4%
Where Office is dominant, 10% Residential or 10% Retail	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
w/in 1/2 mile of MARTA Rail Station	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		25%

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

To be determined upon completion of review.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.325 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

R.M Clayton 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 Site is listed below:

PERMITTED CAPACITY MMF, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

Preliminary Report:	August 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Lakeside Redevelopment #1503
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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 the City of Atlanta wastewater system by 2007 and 2014, respectively
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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 0.374 MGD based on information submitted for the review.

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 66,250 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

Will the project create any unusual waste handling or disposal problems?

No.

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

Preliminary Report:	August 31, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Lakeside Redevelopment #1503
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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.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 300 new residential units.

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 as well as providing opportunities for individuals to live and work within close proximity to one another.

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

The site proposed for the development is located in Census Tract 101.1. This tract had a 10.5 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 37 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a variety of multi-family housing options around the development area.

Preliminary Report:	August 31, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Lakeside Redevelopment #1503
Final Report Due:	September 29, 2007		Comments Due By:	August 16, 2007

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.

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DRI #1503

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: Sandy Springs

Individual completing form: Patrice S. Ruffin, AICP

Telephone: 770-206-1513

E-mail: patrice.ruffin@sandyspringsga.org

*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: Lakeside

Location (Street Address, GPS Coordinates, or
Legal Land Lot Description): 5775 Glenridge Drive

Brief Description of Project: Redevelopment of existing office park. 300 residential units, 200 room hotel, 50,000 square feet retail, 1,125,000 square feet office.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	300 residential units, 200 room hotel, 50,000 square feet retail, 1,125,000 square feet office		
Developer:	MGLP Lakeside, LLC		
Mailing Address:	3330 Cumberland Boulevard		
Address 2:	Suite 475		
	City:Atlanta State: GA Zip:30339		
Telephone:	770-998-8222		
Email:	delittle@greenstone-properties.com		
Is property owner different from developer/applicant?	(not selected)	Yes	No
If yes, property owner:			
Is the proposed project entirely located within your local government's jurisdiction?	(not selected)	Yes	No
If no, in what additional jurisdictions is the project located?			
Is the current proposal a continuation or expansion of a previous DRI?	(not selected)	Yes	No
If yes, provide the following information:	Project Name:		
	Project ID:		
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other		
Is this project a phase or part of a larger overall project?	(not selected)	Yes	No
If yes, what percent of the overall project does this project/phase represent?			

Estimated Project Completion Dates:

This project/phase: Summer 2011
Overall project: Summer 2011

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DRI #1503

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:	Sandy Springs
Individual completing form:	Patrice S. Ruffin, AICP
Telephone:	770-206-1513
Email:	patrice.ruffin@sandyspringsga.org

Project Information

Name of Proposed Project:	Lakeside
DRI ID Number:	1503
Developer/Applicant:	MGLP Lakeside, LLC
Telephone:	770-998-8222
Email(s):	delittle@greenstone-properties.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:	\$337,050,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$4,496,651

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): 85,000 s.f	
Water Supply	
Name of water supply provider for this site:	Atlanta-Fulton County WTF
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.374 MGD
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required? N/A Water line is available at the site. See Supplemental Information for details.	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Atlanta R.M. Clayton WWTF
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.325 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?Not Applicable. Sewer is available at the site. See Supplemental Information for details.	
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.)	10,179 24 hr. 2-way trips with reductions or 1,428 a.m. peak trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below:All recommended transportation improvements are described in a Traffic Study by A&R Engineering, as a supplement to this form.	

Solid Waste Disposal

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

66,250 tons/yr.

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?

61%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Master plan includes buffers, detention pond, and landscaping, which total 39% open space. Impervious proposed is less than existing. See Master Plan and Supplemental Information for details.

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:

The project is located within the Chattahoochee River Basin, which provides water supply to the Atlanta area. No significantly negative impacts are anticipated by the project.

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