



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 26 2007

ARC REVIEW CODE: R710261

TO: Mayor Shirley Franklin
ATTN TO: Shelley Peart, 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 related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Morningside Redevelopment
Review Type: Development of Regional Impact

Description: The proposed Morningside Redevelopment is a 6.97 acres mixed use project located in the City of Atlanta. The proposed development will consist of 360 residential units and 50,000 square feet of retail. The proposed development is located on Piedmont Road with site access proposed at two locations along Piedmont Road.

Submitting Local Government: City of Atlanta
Date Opened: Oct 26 2007
Deadline for Comments: Nov 9 2007
Earliest the Regional Review can be Completed: Nov 25 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
METRO ATLANTA RAPID TRANSIT AUTHORITY
CITY OF ATLANTA SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY

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 Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-11-09 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: **Morningside 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:

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

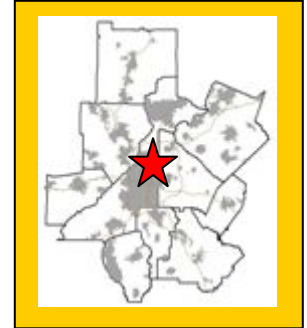
Return Date: Nov 9 2007

Preliminary Report:	October 26, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Morningside Redevelopment #1592
Final Report Due:	November 25, 2007		Comments Due By:	November 9, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Morningside Redevelopment is a 6.97 acres mixed use project located in the City of Atlanta. The proposed development will consist of 360 residential units and 50,000 square feet of retail. The proposed development is located on Piedmont Road with site access proposed at two locations along Piedmont Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2010.

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 C-2, R-4, and NC-5. The proposed zoning for the site is MRC-2. Information submitted for the review states that the City of Atlanta's Future Land Use Plan designates the area as low density commercial.

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	Northeast Beltline
2005	Lindmont Redevelopment
2004	The Reserve at Cranbrook
1998	Lindbergh TOD
1986	Peachtree Pointe

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

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, there is currently approximately 52,000 square feet of commercial space on the site.

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 development meets many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map. The proposed development is located within a mega corridor which is defined as being the most intensely developed radial corridor in the region. The proposed development is also located adjacent to a regional center area defined as an intense retail, office, and residential uses that can be integrated or separate.

The proposed development abuts an established residential neighborhood. There is currently a buffer of dense trees between the neighborhood and the existing commercial. The Regional Development Policies promote mixed use development, infill, and redevelopment along principal transportation corridors, but also strive to protect the character and integrity of existing neighborhoods. Therefore, it is important for the proposed development to incorporate adequate buffers between the development and the neighborhood. Preservation of the existing tree buffer should be maintained and the removal of trees should be kept to a minimum. It is also recommended that the development team meet with the neighborhood to address concerns raised by the community.

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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 Atlanta. The proposed development is located in the southeast corner of the intersection of Piedmont Avenue and Cheshire Bridge Road.

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. DeKalb County is less than a mile.

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 \$70,000,000 with an expected \$837,000 in annual local tax revenues.

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



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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

Watershed Protection and Stream Buffers

The property is in the Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. Any unmapped streams that may be on the property will be subject to the City of Atlanta's stream buffer ordinance, which requires a 75-foot buffer along perennial and intermittent streams. Further, any state waters that may be on the property will be subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR.

Stormwater / Water Quality

The project property is already developed with much of the site in impervious surface. It is located in a dense urban area and stormwater may be handled by the City stormwater system. If on-site stormwater detention is provided, the project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The project is being developed partly over existing impervious surfaces, which will affect the actual increases caused by 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	6.71	11.47	116.75	724.68	6595.93	8.25	1.48
TOTAL	6.71	11.47	116.75	724.68	6595.93	8.25	1.48

Total Impervious = 85%

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If on-site detention is used, 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

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

Two site driveways are currently proposed for the development, both of which are along Piedmont Avenue. An additional service entrance is proposed at an existing driveway located along Cheshire Bridge Road. The southernmost driveway located along Piedmont Avenue is just offset from Wimbledon Road. The northernmost driveway located along Piedmont Avenue is located approximately 260' to the north of Site Driveway 1. Both driveways along Piedmont Avenue can access the parking garage. Currently there are 6 driveways along the site frontage along Piedmont Avenue plus an existing driveway at the location of the proposed service access.

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

Kimley-Horn and Associates, Inc. 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
Apartments 360 Units		36	144	180	140	76	216	2,314
Shopping Center 50,000 SF		63	40	103	190	206	396	4,328
<i>Mixed-Use Reductions</i>		-0	-0	-0	-42	-42	-84	-866
<i>Alternative Mode Reductions</i>		-0	-0	-0	-0	-0	-0	-0
<i>Pass-By Reductions</i>		-0	-0	-0	-59	-59	-118	1,324
TOTAL NEW TRIPS		99	184	283	229	181	410	4,452

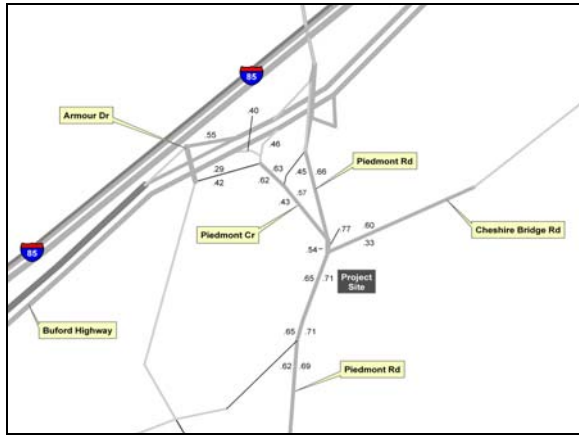
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

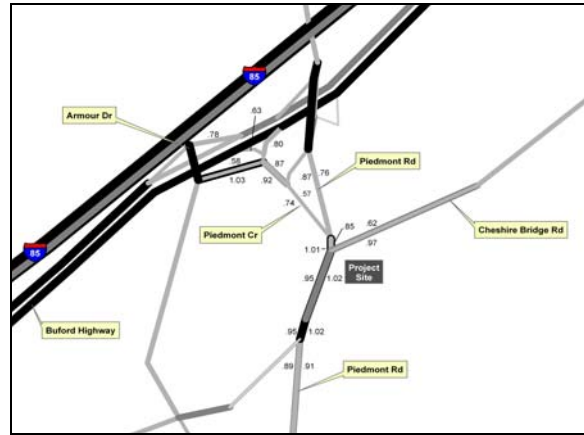
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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



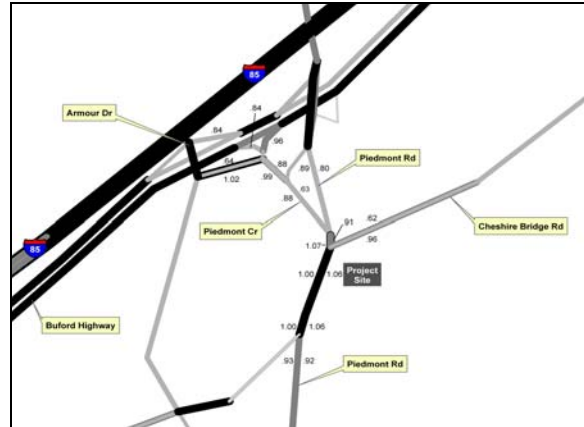
2010 AM Peak



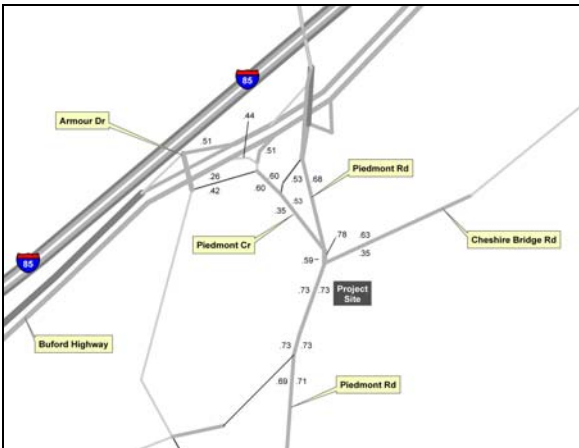
2010 PM Peak



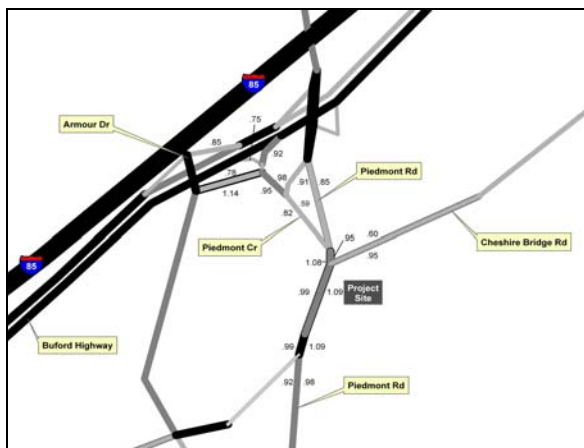
2020 AM Peak



2020 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-450A	Beltline Multi Use Trail	Multi-Use Bike/Ped Facility	2011
AR-450B	Beltline Multi Use Trail	Multi-Use Bike/Ped Facility	2012

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-450D	Beltline Multi Use Trail	Multi-Use Bike/Ped Facility	2020
AR-451A1	Northeast Quadrant of Atlanta	Fixed Guideway Transit Capital	2015
AR-451A2	Northeast Quadrant of Atlanta	Fixed Guideway Transit Capital	2015
AT-AR-106	I-85 at North Monroe Drive	Interchange Capacity	2020

**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 Morningside Redevelopment.

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.

Piedmont Avenue @ Cheshire Bridge Road / Piedmont Circle

- Construct an exclusive eastbound right-turn lane along Piedmont Circle.

All signalized study intersections

- Retiming of signal splits and offsets

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.

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Piedmont Avenue @ Rock Springs Road

- Modify the corridor cycle length (along Piedmont Avenue) to 110 seconds.

Piedmont Avenue @ Driveway #2

- Construct separate right- and left-turn lanes exiting the site.

All signalized study intersections

- Retiming of signal splits and offsets

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?

Currently, MARTA bus route 27 utilizes Piedmont Avenue and has several bus stops within walking distance of the proposed development. Route 27 connects to the Lindbergh MARTA Station and the North Avenue MARTA Station.

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

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks connecting to land uses within and adjoining the site	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		14%

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 0.37 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

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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, 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 the City of Atlanta wastewater system by 2007 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 0.40 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 382 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.



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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.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 360 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?

Preliminary Report:	October 26, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Morningside Redevelopment #1592
Final Report Due:	November 25, 2007		Comments Due By:	November 9, 2007

The site proposed for the development is located in Census Tract 01. This tract had a 2.5 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 88 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a lack of multi-family 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.

Developments of Regional Impact

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DRI #1592

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: Atlanta

Individual completing form: Shelley Peart

Telephone: 404-330-6781

E-mail: speart@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: Morningside Redevelopment

Location (Street Address, GPS Coordinates, or
Legal Land Lot Description): 1845 Piedmont Road

Brief Description of Project: A mixed use development consisting of multi-family residential & retail uses.

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.):	360 Apartments & 50,000 SF retail		
Developer:	c/o David Green		
Mailing Address:	1201 Peachtree Street		
Address 2:	Suite 300		
	City:Atlanta State: GA Zip:30361		
Telephone:	000-000-0000		
Email:	dgreen@lasarchitect.com		
Is property owner different from developer/ applicant?	(not selected)	Yes	No
If yes, property owner:	Stanley Srochi		
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 Z-07-103		
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: 2010
Overall project:

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DRI #1592

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

Submitting Local Government:	Atlanta
Individual completing form:	Shelley Peart
Telephone:	404-330-6781
Email:	speart@atlantaga.gov

Project Information

Name of Proposed Project:	Morningside Redevelopment
DRI ID Number:	1592
Developer/Applicant:	c/o David Green
Telephone:	000-000-0000
Email(s):	dgreen@lasarchitect.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:	\$70,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$837,000.00

Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc): Approx 50,000SF of Retail Space	
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)?	.40 MGD
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.37 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	
Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	382 net new AM Peak hour trips; 410 net new PM Peak hour trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below:Please refer to the transportation analysis performed by Kimley-Horn and Associates, Inc.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	350 Tons
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No

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

Will any hazardous waste be generated by the development?

(not selected) Yes No

If yes, please explain:

Stormwater Management

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

80%

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

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

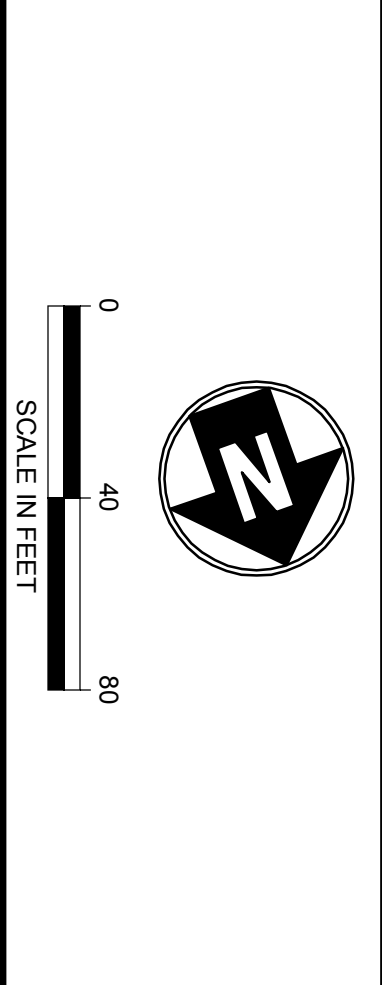
If you answered yes to any question above, describe how the identified resource(s) may be affected:

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REV. NO.	DESCRIPTION	DATE	BY	CHKD



**Kimley-Horn
and Associates, Inc.**

817 WEST PEACHTREE ST., NW - SUITE 801 - ATLANTA, GEORGIA 30308-1121

Tel: (404) 419- 8700 Fax: (404) 419- 8701

PREPARED FOR:

OPUS SOUTH CORPORATION

925 NORTH POINT PKWY, SUITE 350, ALPHARETTA, GA 30005

3525 PIEDMONT ROAD / PIEDMONT CENTER, SUITE 150, ATLANTA, GA 30305

ARCHITECTURE

LORD • AECK • SARGENT

WWW.LORDAESARGENT.COM

DRAWN BY:

ANF

DESIGNED BY:

ANF

CHECKED BY:

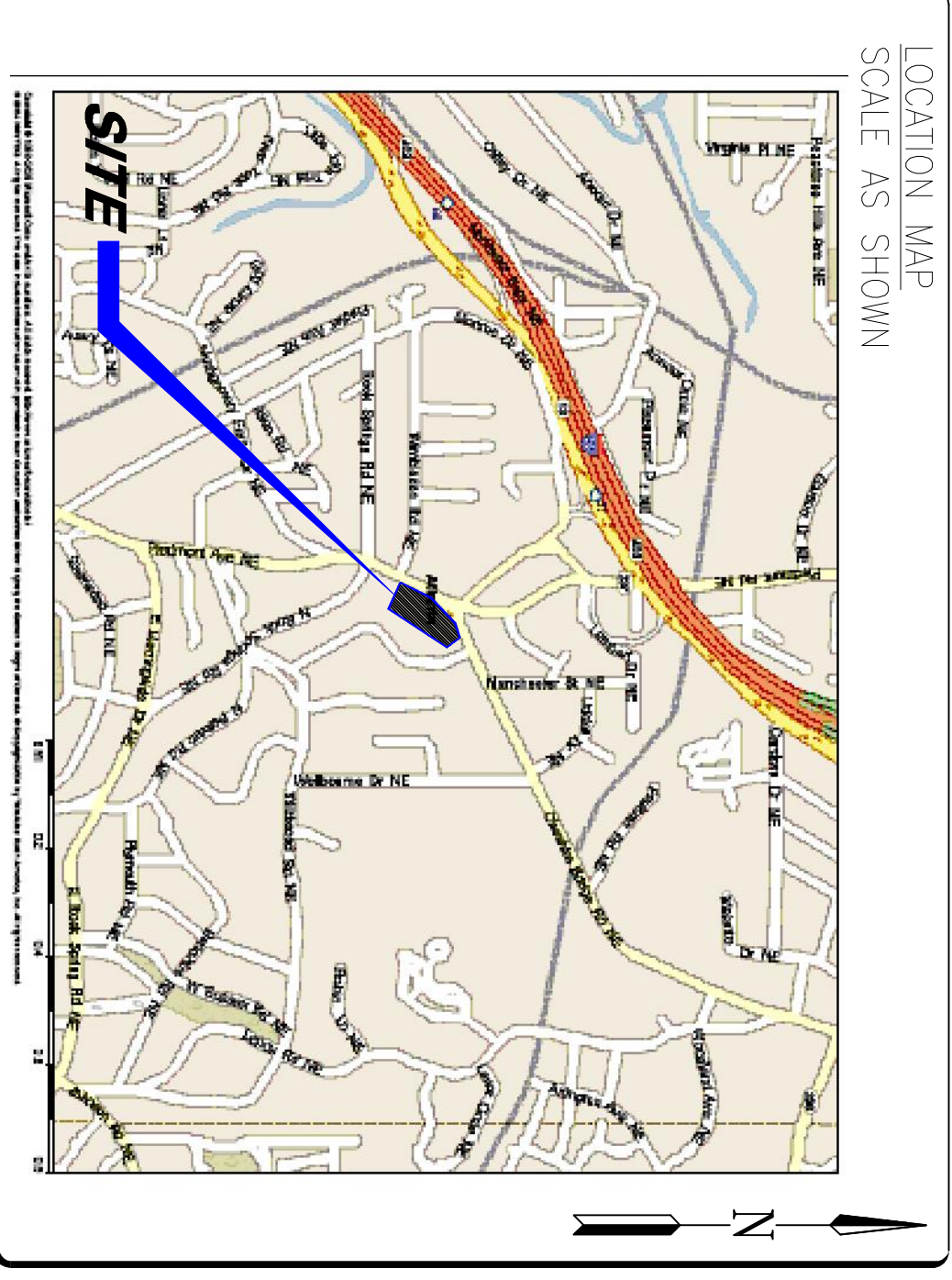
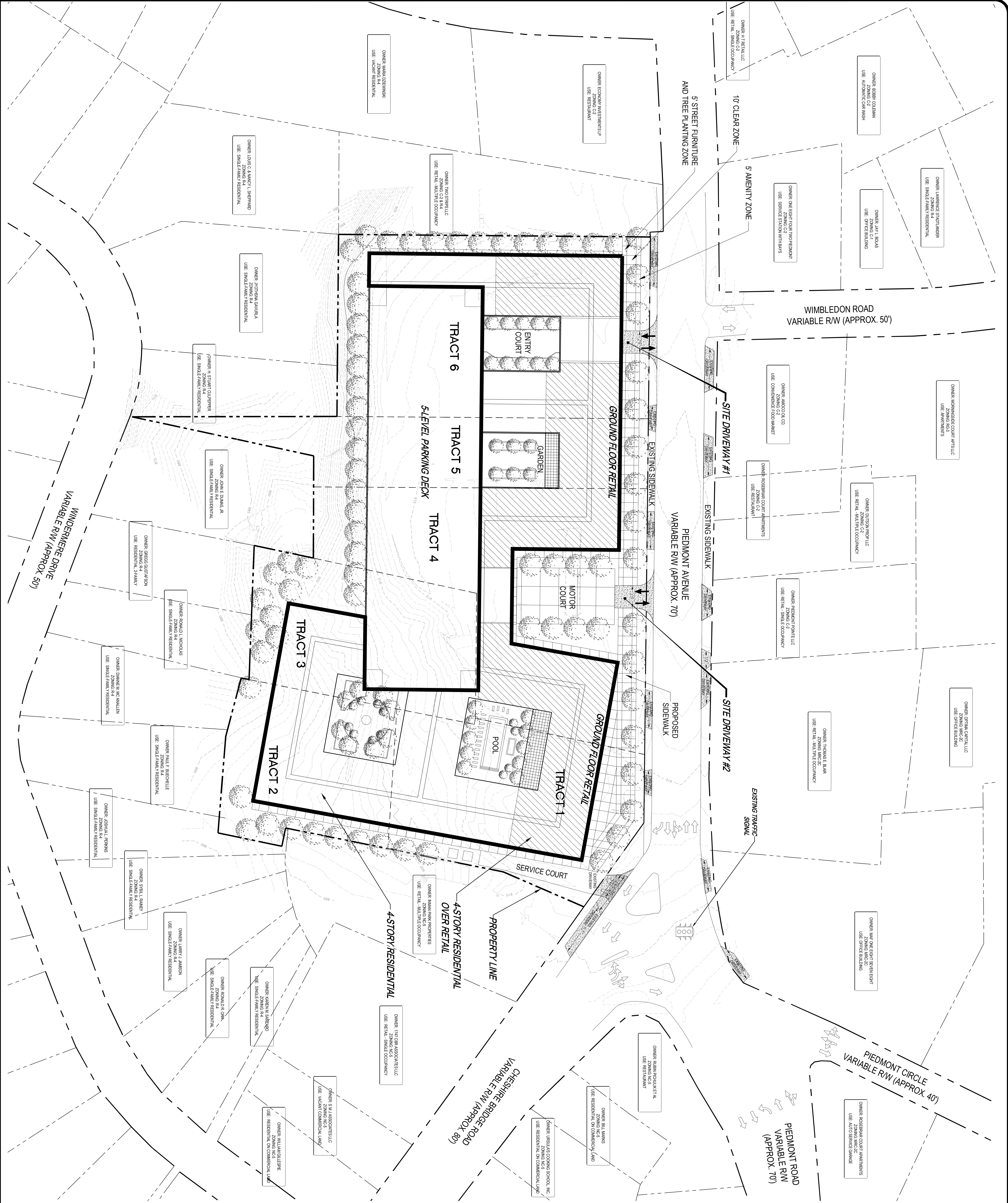
BPE

PROJECT NO. **015703004** SCALE **1" = 40'** DATE **10-18-07** SHEET NO. **1** OF **1**

MORNINGSIDE REDEVELOPMENT DRI #1592

Fulton County, Atlanta, GA

GRTA DRI SITE PLAN



GENERAL NOTES

APPLICANT: OPUS SOUTH CORPORATION
925 NORTH POINT PARKWAY
SUITE 350
ALPHARETTA, GA 30005
CONTACT: WILLIAM VALENTE
PHONE: 770-521-0045
PHONE: 404-923-8114

ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
1280 WINCHESTER STREET, NW, SUITE 601
ATLANTA, GA 30308
CONTACT: PARKER ELLEN
PHONE: 404-419-8700
FAX: 404-419-8701

SURETOR: VALENTINO & ASSOCIATES, INC.
817 W. PEACHTREE STREET, NW, SUITE 601
ATLANTA, GA 30308
CONTACT: PARKER ELLEN
PHONE: 404-419-8700
FAX: 770-435-6050

SUMMARY TABLE			
SITE ACREAGE:			
NET LOT AREA:	TRACT 1 = 0.94 ACRES (40,817 SF)		
	TRACT 2 = 0.65 ACRES (28,162 SF)		
	TRACT 3 = 0.79 ACRES (34,341 SF)		
	TRACT 4 = 1.49 ACRES (64,959 SF)		
	TRACT 5 = 0.71 ACRES (31,097 SF)		
	TRACT 6 = 1.49 ACRES (65,100 SF)		
TOTAL NET LOT AREA = 6.07 ACRES (264,476 SF)			
GROSS LOT ESTIMATE: 6.71 ACRES (292,345 SF)			
PROPOSED DEVELOPMENT:			
• 360 APARTMENT UNITS			
• 50,000 SF RETAIL			
FLOOR AREA RATIO (FAR):			
MAX. FLOOR AREA (GFA) MAX	2.50 (FAR) MAX	3,598 (GFA) MAX	
ACTUAL FLOOR AREA (GFA) MAX	0.19 ACTUAL	1,26 ACTUAL	
• 59 UNITS PER ACRE			
PARKING:			
• PROPOSED: 766 PARKING SPACES			
• EXISTING: 527 PARKING SPACES			

- NOTES**

 - NO JURISDICTIONAL WATERS ON-SITE
 - NO PROPOSED BIKE LANES
 - NO PROPOSED PATHS
 - EXISTING BUILDING STRUCTURES TO BE DEMOLISHED (APPROX. 48,405 SF OF EXISTING RETAIL)
 - SINGLE-PHASE DEVELOPMENT
 - NO DEDICATED PARK SPACE
 - ALL OFF-SITE PROPERTY LINES APPROXIMATED USING FULTON COUNTY PROPERTY TAX RECORDS.
 - ALL RIGHT-OF-WAY WIDTHS APPROXIMATED USING FULTON COUNTY PROPERTY TAX RECORDS.

PLAN KEY

PROPERTY LINE

PROPOSED BUILDING

PROPOSED CURB AND GUTTER

PROPOSED SIDEWALK

BUILDING SETBACK LINE

PROPOSED STREET ACCESS

EXISTING R.O.W. LINE

EXISTING CONTOUR

EXISTING ROADWAY LANES

PROPOSED ROADWAY LANES