



# REGIONAL REVIEW FINDING

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

DATE: 12/4/2007

ARC REVIEW CODE: R711051

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 completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

**Submitting Local Government:** City of Atlanta  
**Name of Proposal:** Lindbergh MUD

**Review Type:** Development of Regional Impact

**Date Opened:** 11/5/2007

**Date Closed:** 12/4/2007

**FINDING:** After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

**Additional Comments:** 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 within a station community where a mixture of residential and commercial land uses are fundamental to defining a good station community. The proposed development meets the Developed Area Policies in ARC's Regional Development Policies by placing growth along principal transportation corridors and activity centers. With the mix of uses proposed and proximity to the Lindbergh Transit Station, the development is offering more opportunities and housing choices for individuals with convenient access to the regional transit system.

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

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

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF ATLANTA SCHOOLS  
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
BUCKHEAD CID

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

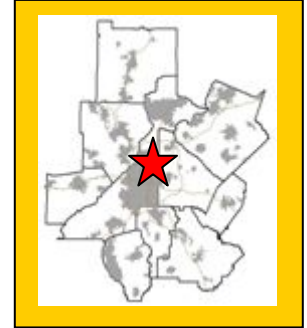
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

|                     |                  |   |                  |                     |
|---------------------|------------------|---|------------------|---------------------|
| Preliminary Report: | November 5, 2007 | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Lindbergh MUD #1590 |
| Final Report Due:   | December 5, 2007 |   | Comments Due By: | November 19, 2007   |

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The Lindbergh mixed use development is located on 15.38 acres in the City of Atlanta. The proposed development will consist of 330 residential units, a 96,369 square foot grocery store, 17,700 square feet of retail, and a 45,000 square foot fitness center. Site access is proposed along Morosgo Drive, Adina Drive, and Lindbergh Drive.



### **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 SPI-15 SA8. The proposed zoning for the site is SPI-15 SA3. The 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 high density commercial and high density residential.

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

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

**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.

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

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                        |
|------|-----------------------------|
| 2005 | Lindmont Redevelopment      |
| 2004 | The Reserve at Cranbrook    |
| 1988 | Lindbergh TOD               |
| 1986 | Gray Properties Residential |
| 1985 | Lenox 400                   |

**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 are 250 apartments 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 within a station community where a mixture of residential and commercial land uses are fundamental to defining a good station community.

The proposed development meets the Developed Area Policies in ARC's Regional Development Policies by placing growth along principal transportation corridors and activity centers. With the mix of uses proposed and proximity to the Lindbergh Transit Station, the development is offering more opportunities and housing choices for individuals with convenient access to the regional transit system. The Buckhead area surrounding the proposed development has an existing job to housing imbalance. Typically, to be balanced an area should have 1.5 jobs per household (JPH). This employment center has one of the severest jobs to housing imbalance in the metro region. This proposed development helps to rectify some of this imbalance by providing opportunities for individuals to live and work in close proximity to one another.

Revisions to the site plan should include consideration of the high volume of pedestrian activity that is currently within the area and likely to occur because of additional development immediately surrounding the development and proximity to the MARTA transit system. Conflicts between the pedestrian and vehicle should be minimized where possible. Connectivity throughout the site should be maintained due to any revisions, as well as improvements to connectivity within the immediate area should be considered.

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## **FINAL 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.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.



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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 along the east side of Piedmont Road, north of Lindbergh Drive and south of Morosgo 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. DeKalb County is within one 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.**

The area surrounding the development includes a mix of residential, office, and commercial uses with convenient access to the MARTA transit system at Lindbergh Station. The proposes land uses with further improve the balance of land uses associated with transit oriented development characterized by the area.

## 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 \$100,000,000 with an expected \$1,196,000 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?**

None were determined during the review.

**NATURAL RESOURCES**

**Watershed Protection and Stream Buffers**

The proposed project is located on an already developed property in the Peachtree Creek watershed. The USGS coverage for the project area shows no streams on or near the project property. Any unmapped streams that may be located on the property would be subject to the requirements of the City of Atlanta stream buffer ordinance. Any state waters that may be on the property are subject to the State 25-foot erosion and sedimentation buffer requirements.

**Stormwater / Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During 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. The majority of the project is being built over existing impervious surfaces, which will affect the actual increases in loading amount. 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 | 15.38          | 26.30            | 267.61         | 1661.04 | 15118.54 | 18.92 | 3.38 |
| TOTAL      | 15.38          | 26.30            | 267.61         | 1661.04 | 15118.54 | 18.92 | 3.38 |

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](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

## **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 development is surrounded by four public roadways including Piedmont Road, Morosgo Drive, Lindbergh Drive, and Adina Drive. The project site is proposed to have vehicular access via two full-movement driveways along Morosgo Drive, two full-movement driveways along Adina Drive, and two full-movement driveways along Lindbergh Drive.

**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 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:



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| Land Use                           | A.M. Peak Hour |            |            | P.M. Peak Hour |            |            | 24-Hour      |
|------------------------------------|----------------|------------|------------|----------------|------------|------------|--------------|
|                                    | Enter          | Exit       | 2-Way      | Enter          | Exit       | 2-Way      | 2-Way        |
| Apartment<br>330 Units             | 33             | 132        | 165        | 129            | 70         | 199        | 2,134        |
| Health/Fitness Club<br>45,000 SF   | 23             | 31         | 54         | 93             | 89         | 182        | 1,482        |
| Shopping Center<br>17,700 SF       | 34             | 21         | 55         | 96             | 104        | 200        | 2,204        |
| Supermarket<br>96,369 SF           | 348            | 222        | 570        | 462            | 444        | 906        | 7,843        |
| <i>Mixed-Use Reductions</i>        | -0             | -0         | -0         | -80            | -74        | -154       | -1,534       |
| <i>Alternative Mode Reductions</i> | -43            | -40        | -83        | -70            | -63        | -133       | -1,212       |
| <i>Pass-By Reductions</i>          | -0             | -0         | -0         | -158           | -158       | -316       | -3,180       |
| <b>TOTAL NEW TRIPS</b>             | <b>395</b>     | <b>366</b> | <b>761</b> | <b>472</b>     | <b>412</b> | <b>884</b> | <b>7,738</b> |

**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.

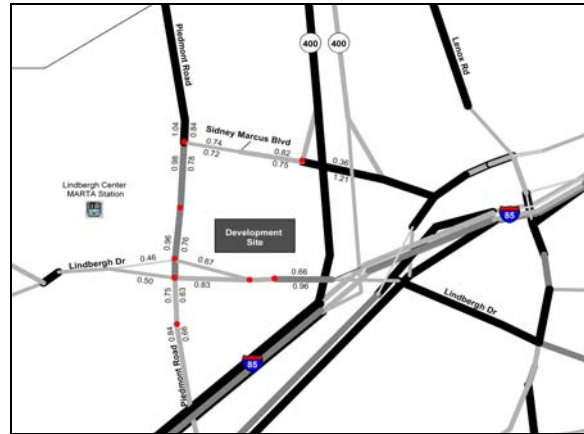
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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



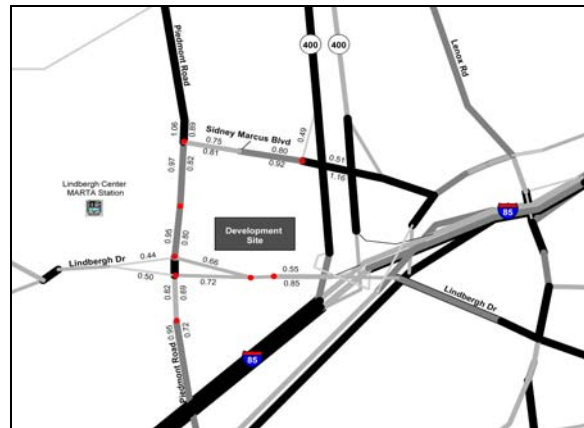
2010 AM Peak



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 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,

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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-B   | Beltline Multi-Use Path   | Multi-Use Bike/Ped Facility | 2012                      |
| AR-910      | SR 13 (Buford Hwy) from Pleasant Hill Rd in Gwinnett County to MARTA Lindbergh Station in City of Atlanta | Arterial BRT                | 2026                      |
| AT-229      | US 19/SR 9 Peachtree Rd at CSX Railroad   | Bridge Upgrade              | 2020                      |
| AT-AR-212A  | I-85 North at SR 400  | Interchange Capacity        | 2008                      |
| DK-AR-BP057 | SR 236 (Lavista Rd) from Cheshire Bridge Rd to SR 42 (Briarcliff Rd)                                      | Pedestrian Facility         | 2011                      |

**2030 RTP\***

| ARC Number | Route                              | Type of Improvement            | Scheduled Completion Year |
|------------|------------------------------------|--------------------------------|---------------------------|
| AR-450D    | Beltline Multi-Use Path            | Multi-Use Bike/Ped Facility    | 2020                      |
| AR-451     | Inner Core Transportation Corridor | Fixed Guideway Transit Capital | 2015-2030                 |
| AT-AR-212B | I-85 North at SR 400               | Interchange Capacity           | 2015                      |

*\*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 Lindbergh Mixed-Use 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.

*Piedmont Road @ Morosgo Drive*

- Optimize signal timings during the PM peak hour.

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.

*Piedmont Road @ Morosgo Drive*

- Optimize signal timings during the PM peak hour.

*Morosgo Way/Driveway #5 @ Lindbergh Drive*



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- Install a traffic signal, if warranted and approved by the City of Atlanta.

**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 proposed development is located approximately 250 yards east of the Lindbergh MARTA station located at Piedmont Road and Lindbergh Drive. This station lies on the North-South MARTA rail line (10 – 20 minute headways) which intersects the East-West rail line (to the south) at the Five Points station. Nine MARTA bus routes operate from this station including Routes 5, 6, 27, 30, 33, 38, 39, 44, and 245.

Gwinnett County Transit express bus Route 410 - Discover Mills serves the Lindbergh MARTA Station as well. It operates during the peak periods with 45-minute headways.

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

None proposed by the developer. The development is located within the Buckhead Area Transportation Management Area.

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

| <b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>           | <b>Credits</b> | <b>Total</b> |
|---|----------------|--------------|
| Where Residential is dominant, >15 units/ac                               | 6%             | 6%           |
| Where Residential is dominant, 10% Retail or 10% Office                   | 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%           |
| Located within a TMA that includes shuttle service                        | 5%             | 5%           |
| Bike/ped networks connecting to land uses within and adjoining the site   | 4%             | 4%           |
| <b>Total Calculated ARC Air Quality Credits (15 % reduction required)</b> |                | <b>27%</b>   |

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

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

|                     |                  |   |                  |                     |
|---------------------|------------------|---|------------------|---------------------|
| Preliminary Report: | November 5, 2007 | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Lindbergh MUD #1590 |
| Final Report Due:   | December 5, 2007 |   | Comments Due By: | November 19, 2007   |

The ARC concludes that the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Wastewater is estimated at 0.43 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:

| <b>PERMITTED CAPACITY MMF, MGD <sub>1</sub></b> | <b>DESIGN CAPACITY MMF, MGD</b> | <b>2001 MMF, MGD</b> | <b>2008 MMF, MGD</b> | <b>2008 CAPACITY AVAILABLE +/-, MGD</b> | <b>PLANNED EXPANSION</b>  | <b>REMARKS</b>   |
|---|---------------------------------|----------------------|----------------------|---|---|--|
| 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.*

*<sub>1</sub> 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?**

|                     |                  |   |                  |                     |
|---------------------|------------------|---|------------------|---------------------|
| Preliminary Report: | November 5, 2007 | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Lindbergh MUD #1590 |
| Final Report Due:   | December 5, 2007 |   | Comments Due By: | November 19, 2007   |

Water demand also is estimated at 0.46 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 400 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.**

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.)?

|                     |                  |   |                  |                     |
|---------------------|------------------|---|------------------|---------------------|
| Preliminary Report: | November 5, 2007 | <b>DEVELOPMENT OF REGIONAL IMPACT<br/>REVIEW REPORT</b> | Project:         | Lindbergh MUD #1590 |
| Final Report Due:   | December 5, 2007 |   | Comments Due By: | November 19, 2007   |

None were determined during the review.

## **HOUSING**

### **Will the proposed project create a demand for additional housing?**

No, the proposed development will add 330 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 94.02. This tract had a 22.9 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 11 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.

### **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.

November 19, 2007

Ms. Haley Fleming, Principal Planner  
Atlanta Regional Commission (ARC)  
40 Courtland Street, N.E.  
Atlanta, GA 30303


**RE: Development of Regional Impact (DRI) # 1590  
Lindbergh MUD**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1590 – Lindbergh MUD – located in City of Atlanta.

This development is located on the opposite side of Piedmont Road across from MARTA's Lindbergh Transit Oriented Developments (TOD) and Lindbergh Rail Station. The Lindbergh TOD is a pedestrian and transit focused development that ties in with the transit services available at the rail station. The proposed development can tap into the existing infrastructure by developing seamless pedestrian sidewalks and streets properly aligned with the Lindbergh TOD layout. To this end it would be preferable if future development of the stretch along Piedmont Road aligns "Street A" in the current conceptual plan with Main Street in the Lindbergh TOD. MARTA supports this development and the continuing densification of the greater Lindbergh TOD area.

Thank you for the opportunity to review the proposal and do contact me if you have any questions.

Sincerely,

  
for Henry Ikwut-Ukwa  
Transit System Planning





**DEPARTMENT OF HEALTH AND WELLNESS**  
**Environmental Health Services**  
**99 Jesse Hill Jr. Drive, Suite 101**  
**Atlanta, Georgia 30303**  
**Telephone (404) 730-1301, Fax (404) 730-1462**

Fulton County Board of Health

**MEMORANDUM**

**TO:** Haley Fleming, Review Coordinator  
Atlanta Regional Commission

**CC:** Dr. Steven R. Katkowsky, Director  
Janet Adams, Chief of Staff  
John Gormley, Environmental Health Deputy Director

**FROM:** Monica Robinson, Environmental Specialist Senior  
Environmental Health Services

**DATE:** November 20, 2007

**SUBJECT:** Comments to Regional Review for Lindbergh MUD

Phoebe Bailey, PhD, Chair  
Lynne P. Meadows, RN, MS  
Harrison Rogers, MD  
Monica Ryan, BS  
Khaatim S. El  
Samantha P. Williams, PhD  
Mary Long, RN

Dr. Steven R. Katkowsky, Director

| ARC REVIEW<br>CODE | COMMENTS  |
|--------------------|---|
| R711051            | <p>The Fulton County Department recommends that the applicant be required to connect the proposed development to public water and public sanitary sewer available to the site.</p> <p>Since this proposed development constitutes a premise where people work, live or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy.</p> <p>This facility must comply with the Fulton County Clean Indoor Air Ordinance.</p> <p>If this proposed development includes a food service facility, the owner must submit kitchen plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a food service permit prior to opening.</p> <p>Since this proposed development includes a public swimming pool as defined in the regulations including spas, whirlpools, etc., the owner or contractor must submit plans for review and approval by this department and must obtain a Health Department permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Health Department permit to operate the pool prior to opening.</p> <p>This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted for review and approval.</p> <p>This department is requiring that all existing structures to be demolished must be inspected by a certified pest control operator to insure that the premise is rat free. If evidence of rodent infestation is found, the property must be baited prior to demolition.</p> |

# Developments of Regional Impact

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DRI #1590

## 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: Lindberg Mixed Use

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

Brief Description of Project: A mixed use project containing multi-family, residential units, rental shops, a grocery store, &amp; a fitness center

**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.):   | 96,00 SF grocery, 17,700 SF retail shops                           |  |  |
| Developer:   | Gables Residential Trust, c/o Steve Rothman                        |  |  |
| Mailing Address:   | Overlook I, Suite 700  |  |  |
| Address 2:   | 2849 Paces Ferry Road  |  |  |
|  | City:Atlanta State: GA Zip:30339                                   |  |  |
| Telephone:   | 404-853-5050   |  |  |
| Email:   | srothman@wbilegal / rmunger@gables.com                             |  |  |
| Is property owner different from developer/<br>applicant?                                | (not selected) Yes No  |  |  |
| If yes, property owner:  | Northmoor, LLC & Lions Gables Realty Limited Partnership           |  |  |
| Is the proposed project entirely located within your<br>local government's jurisdiction? | (not selected) Yes No  |  |  |
| If no, in what additional jurisdictions is the project<br>located?                       |  |  |  |
| Is the current proposal a continuation or expansion<br>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<br>government for this project:          | Rezoning<br>Variance<br>Sewer<br>Water<br>Permit<br>Other Z-07-101 |  |  |
| Is this project a phase or part of a larger overall<br>project?                          | (not selected) Yes No  |  |  |
| If yes, what percent of the overall project does this<br>project/phase represent?        |  |  |  |

Estimated Project Completion Dates:

This project/phase: 2011  
Overall project:

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# Developments of Regional Impact

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DRI #1590

## 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: Lindberg Mixed Use

DRI ID Number: 1590

Developer/Applicant: Gables Residential Trust, c/o Steve Rothman

Telephone: 404-853-5050

Email(s): srothman@wbilegal / rmunger@gables.com

### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

(not selected) Yes No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

(not selected) Yes No

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

### Economic Development

Estimated Value at Build-Out: \$100,000,000.00

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$1,196,000.00

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): Existing apartmnet homes   |   |     |    |
|   |   |     |    |
| <b>Water Supply</b>   |   |     |    |
| 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)?  | .46 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?   |   |     |    |
|   |   |     |    |
| <b>Wastewater Disposal</b>  |   |     |    |
| 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)?  | .43 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?   |   |     |    |
|   |   |     |    |
| <b>Land Transportation</b>  |   |     |    |
| 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.) | 761 AM Peak Trips & 848 PM Peak Trips (Net New) |     |    |
| Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?  | (not selected)                                  | Yes | No |
| Are transportation improvements needed to serve this project?   | (not selected)                                  | Yes | No |
| If yes, please describe below:Please refer to the traffic study performed by Kimley Horn and Associates, Inc.   |   |     |    |
|   |   |     |    |
| <b>Solid Waste Disposal</b>   |   |     |    |
| How much solid waste is the project expected to generate annually (in tons)?  | Approx 400 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?

90%

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

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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