



**Glenwood at Moreland
Intersection Improvement Project**

Public Information Meeting Comments & Responses

May 19, 2009

The following reflects the City's responses to questions and comments received as a result of the Glenwood at Moreland Intersection Improvement Project Public Information Meeting held on May 19, 2009 at Brannon Towers located in the East Atlanta neighborhood of the City of Atlanta.

1. Can temporary signage be implemented until the permanent intersection improvements are made?

No, the current signage is per City of Atlanta and Georgia Department of Transportation requirements.

2. How did the City determine the right of way and the associated impacts?

The right of way and associated impacts were determined by the footprint of the roadway re-alignment. The roadway typical section included two shared (vehicle and bicycle) through lanes and a left turn lane along the Glenwood Ave. alignment along with a planter strip and sidewalks on both sides. The re-alignment was determined by the speed limit of the roadway and existing constraints (roadway width, sight distance, and structures).

Two alternates were considered and out of the two, the alternate with the least amount of right of way impacts and total project costs was chosen as the preferred alternate.

3. Was there a vehicle count/traffic study done? What were the results and how were the results determined? How did the City come up with the Level of Service (define "level of service")? Explain the intersection approaches and the aspects of the study.

A Traffic and Safety Study was prepared in early 2009. Traffic counts were taken at the existing intersection and on all four approaches in November 2008. The Traffic and Safety Study examined existing and future traffic conditions at the intersection as well as the accident history between 2004 and 2007. A level of service (LOS) analysis was prepared for the existing and future conditions with and without improvements to the intersection. LOS is a qualitative measure describing operational conditions and driver perceptions within a traffic stream. According to the 2000 Highway Capacity Manual (2000 HCM), six LOS are defined. Letters designate each level, from A to F, with LOS A representing free-flow conditions with minimal delay and LOS F representing gridlock conditions with severe levels of delay.



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4. Prioritization of projects – is there public comment involvement in this process?

Through the planning process for the South Moreland Livable Center Initiative, the consultant team and stakeholders identified two priority transportation projects for the study area. The Moreland/Glenwood intersection and the Moreland/Skyhaven intersection were identified as the two priority projects.

In addition, thru the development of the Connect Atlanta Plan (CAP), all transportation projects throughout the City of Atlanta were prioritized based on a set of criteria. The CAP was developed with broad public participation.

5. Explain “shared bike lane” and/or aspects of the project related to cyclists.

A shared street would be a common area for motorists and cyclists with minimum 12 feet width. A separate bike lane would not be striped however on street pavement markers (shared-use arrows) would be delineated along the limits of the shared street.

A shared street is used on bike routes when the paved area is too constrained or too narrow to accommodate a minimum width 4 feet bike lane and minimum width 10 feet roadway.

We are currently looking into reducing the travel lanes to 10 feet and reducing the planter zone to 4 feet in order to add 4 feet bike lanes to the east-west legs of the intersection along Glenwood Avenue.

6. Right of way should be acquired to extend the bike lanes on the west side of the intersection. Ending a bike lane prematurely before the most dangerous part of the intersection and adding a different striping mechanism creates confusion for motorists the best solution will be to acquire more right of way for a bike lane on both sides of Glenwood Avenue. Also consider a bike box (see drawing submitted by commenter).

We are currently looking into reducing the travel lanes to 10 feet and reducing the planter zone to 4 feet in order to add 4 foot bike lanes to the east-west legs of the intersection along Glenwood Avenue.

7. Is there a storm water management component?

Yes. Storm water management will be included in the engineering design phase of the project in order to convey storm water runoff in an efficient manner while decreasing sheet flow and eliminating any flooding that may occur at low points.



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8. Explain relation of this project to the 525 Glenwood Project. Is there a potential for a land swap?

The southern alternative affects the southwest corner of the Glenwood and Moreland intersection. This alignment conflicts with the northwest corner of the currently proposed 525 Glenwood building. There is potential for a land swap. This can be considered and discussed with the property owner during right-of-way negotiations

9. Are there any Beltline overlay impacts? Have there been conversations about this project with the Beltline organizers?

Beltline Overlay Zoning District: The zoning regulations have requirements for sidewalks and street trees. When a property is redeveloped, that property owner is required to install the new sidewalks and street trees.

Beltline TAD: The Glenwood Avenue right-of-way is located within the Tax Allocation District (TAD) boundaries. TAD funding may be allocated for infrastructure improvements, greenspace acquisition, and the provision of affordable housing. However, TAD funds can not be used for properties located outside of the TAD boundaries. Therefore, any additional right-of-way acquired from the 525 Moreland Avenue or Glenwood Avenue properties to facilitate the intersection realignment does not qualify for TAD funds since these properties are not located within the TAD boundaries. In addition, TAD funding for infrastructure improvements is intended for transit supportive improvements and or roadway improvements necessary to off-set the impact of new development immediately adjacent to the Beltline Transit Corridor area, of which the Glenwood Avenue/Moreland Avenue intersection is not adjacent to.

10. Explain impact fees generated by recent development projects in the area.

The City collects impact fees for transportation, parks, police and fire/ems at the time a building permit is issued. Fees are collected for each housing unit and for each square feet of non-residential uses. Recently impact fees were collected for 880 Glenwood and 390 Stovall Street.

11. Please consider " Bike boxes" at intersection of Glenwood/Moreland(i.e Portland DOT). Be more prepared with detailed information about project. Please continue bike lane up to the intersection of Moreland/ Glenwood. In addition, continue bike lanes eastern side of instersection & ensure necessary right of way exist to do so. While Glenwood Avenue is a secondary bike route there is no east-west like that is primary. ---**Kenneth Rose, 660 Gresham Avenue**



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Bike boxes would likely have a slightly negative effect on the operation of this intersection by introducing more delay for vehicles behind the bike box. It would also prevent cars from turning right on red, which would also negatively impact the operation of the intersection.

We are currently looking into reducing the travel lanes to 10 feet and reducing the planter zone to 4 feet in order to add 4 feet bike lanes to the east-west legs of the intersection along Glenwood Avenue.

12. I am unsure of the results of this project. How far along are the results that are critical to the project?----**Katie Mae Peterson, 1200 Glenwood Avenue #315**

The project is currently at a conceptual stage. The City of Atlanta is finalizing the Concept Report per Atlanta Regional Commission requirements to apply for federal funding under the Livable Centers Initiative Program. However, the city must identify funding for engineering, right-of-way acquisition and construction in order to qualify for the federal funding. When funding is received, the project will move onto more detailed design and environmental clearance.

13. It appears that the 525 Moreland project has not been included in the proposed plan or anticipated ROW costs. Please explain and clarify. Be better prepared to discuss the specifics of funding status and the technical details of the project(s) discussed.—**Dale Kartusmyn, 1122 Moreland Place**

The 525 Moreland project was taken into account in the design. However, the most cost effective option for the City potentially affects this property, In addition, right-of-way case law dictates that the right-of-way agent value the land at the time of the take and cannot speculate as to future uses. Comparable sales were used for unimproved land i.e., the parking lot at 525 Moreland, together with the sq ft of the condition and age of the China Buffet structure.

The Atlanta Regional Commission (ARC) Livable Centers Initiative (LCI) process dictates funding status and technical details. The concept presented is as required by ARC and meets State and National design standards. This concept is the first step to apply for funding for the project.

14. Would funding need to come from the community? Would funding this project detract from other projects and if so, which ones? What detriment does performing this present to the community? Does the cost include environmental impact/ clean-up of the gas station? Bring more documentation and supplementary info or review the data completely sa to be able to answer specific questions instead of primary relying on the presentation.



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Images on projection should be larger. Handouts of proposed intersection for better review by community. ----**John Maxwell, 779 Stokewood Avenue**

The City of Atlanta will have to provide funding for engineering, right-of-way, and construction. The funding impacts to other projects have not been determined, but this should not affect other projects. The environmental costs were determined conceptually. Detailed impacts would be reviewed during environmental analysis in the design phase. The data shown at the presentation follows the guidelines of the Georgia Department of Transportation Plan Development Process. The presentation actually went beyond normal requirements for a Public Information Open House. The community will have another opportunity to review the project in more detail during the environmental clearance process.

15. Why would you call a meeting if there is little chance that funding may be available?---**Tony Joanson, 779 Stokewood Avenue.**

The City of Atlanta is following the procedures set forth by the Atlanta Regional Commission for the Livable Centers Initiative program. This presentation was required to meet one of the qualifying criteria to apply for funding.

16. COA should coordinate carefully with the Cartel Properties and their proposed 525 Moreland Development or risk foreclosing on available alternative and increasing displacements and cost.—**Alexander Levy, 779 Stokeswood Avenue.**

The City of Atlanta will coordinate with Cartel Properties.

17. How long approximately with the project take once it has begun. When will the project begin once funded?---**Lisl Kuegeman, 1448 Newton Avenue.**

Design, environmental clearance and right-of-way acquisition should take two years and construction should a year. Executing agreements between the City and GDOT and between the designers and contractors and the City can add another 18 months. Construction could start between three and four years of design authorization from GDOT. Once funding is obtained, the total projected time for completion is 5 to 6 years.

18. Will left turn lane have separate Traffic signals or will they yield to on-coming traffic?—**Tim Balog, 992 Prospect Avenue.**

Based on existing traffic volumes, none of the left turn lanes would meet the required Georgia Department of Transportation thresholds for a left turn phase (left turn arrow) upon completion of the project. As traffic volumes increase in the area, the need for left turn phases would need to be reevaluated.



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19. The development for 525 is priority over realignment. I prefer Alternate 2, realigning from the eastside. 525 is a multimillion dollar project that will bring additional people to East Atlanta Village and OP. The City of Atlanta needs better communication between departments.---**Kevin Spigner, 1637 Breaburn Drive.**

[Comment noted.](#)

20. I consider the redevelopment of the 525 Moreland parcel to be far higher priority than the realignment of this intersection. I would consider it a shame if redevelopment of this intersection causes the 525 Moreland parcels to languish as an underutilized tract in a state of disregard for years to come. The DPW should consider the detrimental impact of the QOL of OP & EAV residents if this realignment negatively impact proposed redevelopment of the 525 project.—**Steve Devore, 1637 Breaburn Drive.**

[Comment noted.](#)

21. I think this realignment should be top priority for the southside's transportation plan. COA needs to find creative solutions for funding this project. Also, this meeting was well don but, you really need to make sure your position is being accurately communicated to an official city rep. If Enrique had the correct info or had communicated the correct info to the ZRB, we might have been able to have the 525 project deferred until we knew more about the funding and plans for this project. It also would have been helpful to have had an agenda with names and titles of COA staff attending the meeting—**Marcia Killinsworth, 1020 Eden Avenue**

[Comment noted.](#)

22. I hope it is possible that both sides of Glenwood (East & West) can have bike lanes designated(not shared). I think this project will be great for my neighborhood. I thought the meeting was very informative. I would like updates to be sent out about this project.—**Robby Stiles, 1645 May Avenue**

[We are currently looking into reducing the travel lanes to 10' and reducing the planter zone to 4' in order to add 4' bike lanes to the east-west legs of the intersection along Glenwood Avenue.](#)

23. The City of Atlanta stated that they started studies last August- why did you not tell the Department of Planning or adjacent landowners so they could account for this possibility in their plans. Include Public notice of study as one of the 1st steps not last and the \$ amount of impact fees from local project.—**Elizabeth Clhon, 482 Hemlock Creek.**



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The Department of Planning has been involved in the development of the concept from the beginning. However, changes in the Department's staff may have contributed to the disruption of this process.

24. Work on property swap with Cartel Properties who owns both sides of Glenwood (north and south). Be more timely regarding zoning progress.—**Bob Titus, 1121 Portland Avenue.**

Comment noted.

25. This is an extremely important project, both in terms of vehicular and pedestrian traffic facilitation and safety. It is crucial that this issue be resolved ASAP (and should have already) due to pending zoning issues @ 525.—**Rod Lee, 648 Woodland Avenue**

Comment noted.

26. 1. Of the \$620k needed, can you explain more as to where the matching funds might or might not come from? I didn't understand that the ARC has money but, it's not for this project. 2. Will this plan be sent to the applicable departments (Council, ZRB, etc..) with recommendation for alternate 1 before the decision is made on the 525 application? 3. What are the possible places that we can get money for this \$620k estimated cost? —**Stephen Norman, 1088 Sanders Avenue**

The Atlanta Regional Commission has set aside federal transportation funds for the implementation of priority transportation projects identified in Livable Center Initiatives study areas. The Atlanta Regional Commission issues a call for projects every year or two. If ARC selects this project for funding, then the City Atlanta will have to provide funding for engineering, right-of-way and construction. Possible sources of funding are impact fees, quality of life bond fund or from the general fund.

27. I like the concept of the realignment. I question how would the city be able to find the fund to get this project off ground? —**Zachary Juno, 723 Schuyler Ave**

The City of Atlanta will make application to the Atlanta Regional Commission for federal funds for this project. If ARC selects this project for funding, then the City Atlanta will have to provide funding for engineering, right-of-way and construction. Possible sources of funding are impact fees, Quality of Life Bond Fund or from the City's General Fund.



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- 28. (1)** Can you please expand on the schedule that will be followed on a “Best Case Scenario”? **(2)** Will a nonconforming lot be created by version 1? **(3)** Will more public input be sought before continuation? **(4)** Without traffic calming on Glenwood west, I don't want this!!! Too many speeders already.. This needs to happen much earlier!—**Michael Snyder, 476 Florida Avenue.**

(1) Design, environmental clearance and right-of-way acquisition should take two years and construction should a year. Executing agreements between the City and GDOT and between the designers and contractors and the City can add another 18 months. Construction could start between three and four years of design authorization from GDOT. Once funding is obtained, the total projected time for completion is 5 to 6 years.

(2) No

(3) Yes, during the environmental process

(4) Comment noted.

- 29.** This seems to be excessive for the benefits compared to Skyhaven/ Moreland intersection.—**Mark Turcolte, 875 Ormewood Terrace**

Comment noted.

- 30.** Obviously, a road correction that would prevent an accident every three days should be high priority! However, the Planning Dept and ZRB have approved a 5 story apt Bldg for that site. The Planning Dept told a group of residents at a recent ZRB Mtg that DPW does not place priority on this project and has no money for it. Working in advance with Planning Dept so those development projects strongly opposed by taxpaying, voting residents are not shoved through in advance of important public safety initiative like this. Valeri Bell-Smith did a great job facilitating the meeting and calling on people in order.---**Sandy Lee, 648 Woodland Avenue**

Comment noted.

- 31.** Is there wheel chair safety in the plans?—**Iris G. Dyer, 1200 Glenwood Avenue**

All legs of the intersection will incorporate ADA ramps at pedestrian crosswalks in order to accommodate wheel chairs. All sidewalk slopes and widths within the project limits will be ADA compliant for wheel chair safety.

- 32.** Unless you analyze the actual accident data you don't know if this expensive project is warranted. Realignment will have a lot of unintended consequences including, increased speeders. Perhaps a cheaper and more effective solution to the safety issue is feasible. I thought the meeting was well conducted overall.---**Kate Sweeney, 1117 Glenwood Avenue**



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We are looking into decreasing the lane widths to 10' which will act as a traffic calming measure to reduce any speeding through the intersection.

- 33.** COA has not taken into account the 525 Moreland Project and the land value of the 2 rezoned properties on the Southside of Glenwood. The value is much higher than figures you have used. All alignment needs to be done on the eastside of Moreland only. I would like to see alternate 2 go through.—**Rick Hudson, 343 Atlanta Avenue**

Right-of-way case law dictates that the right-of-way agent value the land at the time of the take, and cannot speculate as to future uses. Comparable sales were used for unimproved land i.e., the parking lot at 525 Moreland, together with the sq ft of the condition and age of the China Buffet structure. If this alternate is chosen, a professional GDOT/COA approved appraiser will be hired to produce a full appraisal report of the project's affect to the property and the recommended Estimated Just Compensation due the property owner. A written offer will be submitted to the property owner to consider.

- 34.** Safety of intersection, light timing, bike lanes continued through intersection should all be considered. Other overlapping meeting the same night; need to start on time. —**Russell Baggett, 433 Oakland Avenue**

An intersection safety analysis was performed for the intersection as well as a traffic study that incorporated signal timing improvements. The recommendations that came out of the traffic and safety study resulted in an increased Level of Service and a safer intersection with the re-alignment and additional left turn lane to the westbound leg of Glenwood Avenue.

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Responses to Ron Lall's faxed comments (Dated May 20, 2009):

Cover page

1. Provide 4 weeks notice – at minimum

[Comment noted.](#)

2. Do not send invitation on behalf of elected officials

[Comment noted.](#)

3. Provide single page summary of key findings and recommendations

[Comment noted.](#)

4. If unable to answer a question, then commit to getting an answer – 24 hrs

[Comment noted.](#)

5. Do not allow half-answers to questions – or we don't know responses

[Comment noted.](#)

6. Record the meeting – audio and/or video and post on web site

[Comment noted.](#)

7. When dealing with LCI issues, have ARC staff at meeting to speak to ARC issues

[Comment noted.](#)

8. Fewer staff at meeting

[Comment noted.](#)

Detailed comments:

1. Level of service - the change in level of service was discussed at the meeting. Can LOS be described for Moreland Avenue (AM and PM peaks) and for Glenwood Avenue (AM and PM peaks) discretely? This would help users of all travel directions through the intersection understand the lull impact of realignment.

[Below are the level of service results for the intersection as well as for each approach. These results present the improvement the proposed intersection project will have on each approach to the intersection.](#)



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LOS Analysis Results for Intersection

Intersection	Existing year (2008) LOS (Delay)		Opening Year (2012)				Design Year (2032)			
			No-Build LOS (Delay)		Build LOS (Delay)		No-Build LOS (Delay)		Build LOS (Delay)	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Glenwood Ave. at Moreland Ave.	C (30.5)	C (34.9)	C (31.3)	D (36.2)	C (23.2)	C (26.0)	D (39.7)	D (48.6)	C (27.7)	C (32.6)

Table 2: LOS Analysis Results for Intersection Approaches

Intersection	Existing year (2008) LOS (Delay)		Opening Year (2012)				Design Year (2032)			
			No-Build LOS (Delay)		Build LOS (Delay)		No-Build LOS (Delay)		Build LOS (Delay)	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Glenwood Ave. Eastbound	E (58.6)	E (64.1)	E (58.5)	E (61.4)	D (46.8)	D (52.9)	E (63.0)	E (78.8)	D (47.1)	E (60.5)
Glenwood Ave. Westbound	E (63.3)	E (62.3)	E (63.4)	E (64.0)	D (52.6)	D (45.5)	E (63.3)	E (79.3)	D (53.4)	D (53.2)
Moreland Ave. Northbound	C (21.4)	C (26.4)	C (22.5)	C (27.9)	B (15.3)	B (19.2)	C (33.3)	D (37.3)	C (21.4)	C (24.3)
Moreland Ave. Southbound	C (20.7)	C (27.5)	C (21.7)	C (29.4)	B (14.7)	B (19.9)	C (31.8)	D (42.1)	B (19.9)	C (27.1)

- Level of service - how does the LOS analysis take into account the impact (delay) to a driver who is far enough back in the stack that they don't make it through the intersection in a single light change cycle? Does LOS only apply to cars at the front of the stack?

LOS applies to all vehicles approaching the intersection. The improvements are expected to ensure that all vehicles clear in only one cycle.



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3. Level of service - were the number of cars stacking up during AM and PM peaks measured on Moreland and on Glenwood In all directions respectively?

All traffic travelling through the intersection between 7-9am and 4-6 pm were counted. In addition, 24 hour counts were performed on all four approaches counting in 15 minute periods. Queuing traffic was observed but not measured.

4. Level of service - what is an acceptable depth or length of stack for roadways such as Moreland Avenue and Glenwood Avenue? Is it permissible to have driveways blocked by cars that are stacked back from an intersection, and if so, for what duration?

There is no standard regarding acceptable queues of vehicles from intersections in urban areas. It is the purpose of this project to provide improved intersection operation and reduce queuing.

5. Level of service - the analysis presented is based on one day of data according to the draft report. Is this normal practice when doing this kind of analysis?

Traffic counts at the intersection were taken on a Thursday in early November during the normal Atlanta Public School year. Traffic counts during summer vacation, holidays, and weekends are not accepted as typical traffic conditions. It is also good practice to not utilize Monday or Friday traffic counts due to atypical traffic patterns.

6. Level of service — what is an acceptable LOS for a pedestrian at this intersection? Is walking an accepted form of transportation so are there LOS Standard for pedestrians?

Walking is certainly an important mode of transportation on a roadway network. For this reason, crosswalks with pedestrian signals will be utilized on all four legs of the intersection. The pedestrian signalization will provide safe crossing and clearance times for pedestrians to safely travel through the intersection. Upon a field visit, the pedestrian utilization of this intersection will be safely accommodated by standard pedestrian walk and clearance times.

7. Level of service - projections to 2032 were provided in the presentation. The projections deal with LOS, but not with length of stacks on Moreland and on Glenwood. Why not?

Queuing is an output from the analysis; however, queuing on all approaches is expected to improve with the implementation of the proposed intersection improvements. For this reason, queuing was included in the presentation.



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8. Intersection design – since the Beltline Overlay applies to the western side of Moreland and not to the eastern side, will there be different design standards used on the east and the west sides of the intersection?

The Beltline Overlay District has certain design guidelines that are to be adhered to which apply to the streetscapes in the area. Outside of the limits of the Beltline Overlay District, the Quality of Life Zoning Codes are adhered to. Both guidelines are the same within the limits of the project. The roadway will have the same guidelines on the east and west sides of Moreland Avenue – AASHTO, GDOT, and City of Atlanta design guidelines and standards.

9. Intersection design – what, if any, advice do the AASHTO guidelines provide for incorporation of bike lanes through an intersection?

Both *American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highways and Streets (2004)* and *AASHTO's Guide for the Development of Bicycle Facilities (3rd Edition)* offer guidance on bicycle lanes through an intersection. *AASHTO's A Policy on Geometric Design of Highways and Streets* recommends that "islands used for channelization should not interfere with or obstruct bicycle lanes at intersections." *AASHTO's Guide for the Development of Bicycle Facilities (3rd Edition)* states that "at signalized or stop-controlled intersections with right-turning motor vehicles, the solid striping to the approach should be replaced with a broken line with 0.6-m (2-foot) dots and 1.8-m (6-foot) spaces. The length of the broken line section is usually 15m to 60m (50 feet to 200 feet)."

10. Transportation impact fees – what is the formula used to calculate these fees and what kinds of redevelopment projects are charged these fees?

Refer to **Chapter 1 - Development Impact Fees in Section 19-1001** of the Municipal Code. This code Section may be found by typing 'Impact Fees' in the search bar at www.municode.com

Impact fees are defined as:

"Development impact fees means the payment of money imposed upon and paid by new development as a condition of development approval as its proportionate share of the cost of system improvements needed to serve such development, and includes parks and recreation impact fees, public safety impact fees and transportation impact fees."

Chapter 1 - Development Impact Fees in Section 19-1001 specifies the code requirements for impact fees, the formula for calculating, and when exemptions are



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allowed. Exemptions of fees (full amount or percentage of fee) would apply if one or a combination of the following were applicable:

- 1) A project is providing affordable housing; or
- 2) A project is located within 1,000 feet of a MARTA station; or
- 3) A project is in an identified economic development area; or
- 4) The developer is proposing to construct transportation improvements or donate land

Any person that proposes a development is required to pay impact fees. The formula can be found in the Code of Ordinance under Chapter 1, Development Impact Fee. Sites with development are eligible for a credit. The transportation impact fee table is below.

Land Use Type	Unit	Impact Fee
Single-family	1 Dwelling	\$987
Multi-family	1 Dwelling	\$470
Hotel/Motel	1 Room	\$793
Elementary school	1,000 sf	\$0
High school	1,000 sf	\$623
Church	1,000 sf	\$519
Hospital	1,000 sf	\$1,424
Nursing home	1,000 sf	\$124
Office		
<50,000 sf	1,000 sf	\$2,416
<100,000 sf	1,000 sf	\$1,977
<200,000 sf	1,000 sf	\$1,608
<500,000 sf	1,000 sf	\$1,239
500,000 sf +	1,000 sf	\$1,008
Commercial		
<100,000 sf	1,000 sf	\$1,304
<200,000 sf	1,000 sf	\$1,189
<300,000 sf	1,000 sf	\$1,246
<400,000 sf	1,000 sf	\$1,327
<500,000 sf	1,000 sf	\$1,408
<600,000 sf	1,000 sf	\$1,350
<1,000,000 sf	1,000 sf	\$1,466
1,000,000 sf +	1,000 sf	\$1,616
Industrial		
Industry	1,000 sf	\$1,025
Warehousing	1,000 sf	\$748



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11. Transportation impact fees – where can I obtain an accounting of transportation impact fees assessed/collected by the City in 2008 and 2009 to date?

A financial report for Impact Fees is included in the Appendix of the Capital Improvements Program. You can view past CIPs at <http://www.atlantaga.gov/government/planning/cip.aspx>. The financial report for this year should be available in several months.

12. Transportation impact fees – where can I obtain an accounting of transportation impact fees spent by the City in 2008 and 2009 to date?

A financial report for Impact Fees is included in the Appendix of the Capital Improvements Program. You can view past CIPs at <http://www.atlantaga.gov/government/planning/cip.aspx>. The financial report for this year should be available in several months.

13. Transportation impact fees – what are acceptable uses for these funds? Are there any aspects of this realignment project that impact fees could not be used for?

See excerpt from Impact Fee legislation regarding expenditure impact fees.

1) Expenditure of development impact fees shall be made only for the category of system improvements within the service area for which the development impact fee was assessed and collected.

(2) Except as provided in subsection 19-1013(d)(4) and subsection 19-1013(e) of this section 19-1013, development impact fee shall not be expended for any purpose that does not involve building or expanding system improvements that create additional capacity available to serve new growth and development. Funds shall be expended in the order in which they are collected.

(3) No funds shall be used for periodic or routine maintenance or for any purpose not in accordance with the requirements of section 36-71-8 of the Act.

14. Right of Way – does the City plan to negotiate/secure an easement on the properties affected by the preferred realignment configuration? If so, how will this be done, and if not, why not?

Yes. Because this will be a federally funded project, the right-of-way plans must be approved by GDOT. Following this approval and approval of the environmental document, the City will receive GDOT Authorization acquire right-of-way. After right-of-way authorization, the City will use a professional GDOT approved appraiser to produce a full appraisal report of the project's affect to the property and the recommended Estimated Just Compensation due the property owner. The agent will submit a written offer for the property owner to consider.



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15. Right of Way – does the acquisition cost of the property needed for the preferred alignment change depending on the zoning of the property? Is R-4 property more or less valuable than MR2-C zoned property when eminent domain is being contemplated?

Zoning is considered when estimating right-of-way costs. Typically a property with a multi-family (MR) zoning designation would have a higher market value than a property with a single-family (R) zoning designation. However, it may not be the case in this instance with a conditional MR-2-C designation and the fact that the allowable square footage to be built in an MR-2 district is less than that allowed in an R-4 zoning district. An appraiser would produce a full appraisal report based on recent sales and the individual property in question to determine the value.

16. Right of Way – what are the commonly used approaches/practices to securing the right of way in situations like this one where there is a proposed redevelopment on adjacent property which may have an impact on the availability of the needed right of way?

A professional GDOT/COA approved appraiser will be hired to produce a full appraisal report of the project's affect to the property and the recommended Estimated Just Compensation due the property owner. A written offer will be submitted to the property owner to consider.