



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: Aug 26 2012

ARC REVIEW CODE: R1207261

TO: CEO Burrell Ellis
ATTN TO: Karmen Swan White,
FROM: Douglas A. Hooker, Executive Director

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.

Name of Proposal: DeKalb Farmers Market
Submitting Local Government: DeKalb County

Review Type: Development of Regional Impact
Date Opened: Jul 27 2012

Description: This project, located in DeKalb County, is a proposed expansion of the existing DeKalb Farmers Market to include 718,367 SF of new warehouse area and 517,949 SF of new retail area as well as 2,637 new parking spaces and 2 new driveways. The total project build-out will equal 1,575,580 square feet. The proposed project is located at 3000 E. Ponce De Leon Avenue Decatur, GA 30030.

DRI Checklist Summary:

Regional Consistency Assessment (50%): 94%
Local Impacts Assessment (30%): 76%
Quality Development Assessment (20%): 34%

Overall Weighted Score: 75%

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.

Comments: According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is within an area designated as Maturing Neighborhoods. The UGPM and RDG states that Maturing Neighborhoods are areas in the region characterized by older neighborhoods that include both single- and multifamily development, as well as commercial and office uses at connected key locations. Though commercial and office buildings are aging, they nonetheless are often incorporated into neighborhoods, providing an active mix of uses and amenities. Maturing neighborhoods are denser than established suburbs and the development pattern is more similar to that of pre-1970s urban development. These areas represent the part of the region that is facing infill and redevelopment pressures. In many cases, the infrastructure is in place to handle the additional growth, however in some areas, infrastructure is built out with limited ability to expand. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as a regional route for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment and adaptive reuse of existing buildings in this area should be balanced with the preservation of existing single family neighborhoods. Consideration should be given to the need for additional usable parks and greenspace close to residents, as well as developing and maintaining pedestrian-friendly amenities such as trails and sidewalks. Maturing Neighborhoods are areas where people are aging in place. These areas should integrate Lifelong Communities principles to ensure

options for housing and transportation in the community that support older adults that want to remain in their communities for a lifetime.

The proposed development is approximately 100 acres, with additional adjacent acreage controlled by the owner/developer. Additionally, the development is surrounded by existing industrial, residential, and commercial uses with some infill development and redevelopment occurring in and around the Cities of Decatur and Avondale Estates. The County should consider how this large in-town greenfield site could be fully utilized, given its location to other communities and MARTA rail and bus services. As proposed now, the development will have little interaction with the surrounding properties, few bicycle and pedestrian options through the site, and more parking than is required by DeKalb County zoning. This property provides a rare in-town opportunity for a large catalyst development for the surrounding area. Potential improvements to the site plan include, but are not limited to:

- Place buildings and internal driveways to produce a more urban and pedestrian friendly environment.
- Provide better bicycle and pedestrian options to the various buildings and through the site.
- Provide the ability to connect this development and its internal driveways or roads to future development on adjacent properties. This could be in the form of "stub outs" or land left vacant so as not to preclude future connections.
- Provide additional space between driveways on East Ponce de Leon Avenue.
- Use pervious materials for the parking area.
- Design storm water retention/detention areas as usable greenspace.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF AVONDALE ESTATES	CITY OF CLARKSTON	CITY OF DECATUR

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com. This finding will be published to the ARC website.

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



RCA



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ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW

PART 1: REGIONAL CONSISTENCY ASSESSMENT

To be completed by the ARC Staff

JURISDICTION:	DEKALB COUNTY				Date RCA Completed, M/D/YYYY: 7/26/12	
DRI #:	2273				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	DeKalb Farmers Market					
TYPE OF DEVELOPMENT:	Commercial				Action Triggering Review: Permit	
I. REGIONAL PLAN	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the Regional Development Map and Defining Narrative?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	THE SITE DESIGN DOES NOT REFLECT IMPLEMENTATION PRIORITIES OF THE REGIONAL DEVELOPMENT GUIDE	SEE ATTACHED PAGES OF THE REGIONAL DEVELOPMENT GUIDE
Is the development consistent with the Guiding Principles of the Regional Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
II. REGIONAL RESOURCE PLAN AND RIRs	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
If within one mile of any area on the RIR map, is the development consistent with the Guidance for Appropriate Development Practices in the Regional Resource Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
III. INTERJURISDICTIONAL IMPACTS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid or mitigate negative effect on public facilities (roads, stormwater / floodplain management, water quality, etc.) in neighboring jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are neighboring jurisdictions aware of, and prepared to manage, impacts of the development on public facilities (roads, stormwater / floodplain management, water quality, etc.) in their jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

IV. TRANSPORTATION IMPACTS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is this project consistent with any applicable regional transportation plan(s)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development avoid or mitigate negative impacts on the surrounding transportation network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
V. LOCALLY ADOPTED PLANS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the host government's Future Development Map and any applicable sub-area plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS)	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the region's CEDS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
RCA POINTS:				31	OUT OF A POSSIBLE:	33
RCA SCORE:				94	RCA WEIGHTED SCORE (50%):	47
ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.						
FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)						
Is the preponderance of answers above "Yes"?	<input type="checkbox"/> YES, "the proposed action <u>IS</u> in the best interest of the region and therefore of the state." <input type="checkbox"/> NO, "the proposed action <u>IS NOT</u> in the best interest of the region and therefore not of the state." Other Issues of Regional Concern:					
Has the host local government or the developer agreed to changes that would successfully resolve "No" answers above?	<input type="checkbox"/> YES. <input type="checkbox"/> NO. Narrative:					
Was the answer to both questions in this section "No"?	<input type="checkbox"/> YES. The Regional Commission should consider making a "not in the best interests of the region and therefore of the state" finding. <input type="checkbox"/> NO.					

NOTE: This and other DRI Review forms provided by the Department are intended for use as tools to assist regional staff in the formulation of their recommendations to their executive directors and Regional Councils and to the communities they serve. Their proper use facilitates statewide procedural consistency and service delivery. Regardless of the recommendations generated by this form, all findings subsequently issued by the

Regional Commission are reflective solely of the Commission's own judgment and discretion. Nothing presented in this form is binding upon the exercise of the authority granted to the Regional Commission by Georgia law and Departmental rules. The findings issued by the Regional Commission are purely advisory and are in no circumstance binding upon the authority granted to the host local government by Georgia law.



LIA



LIA



ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW

PART 2: LOCAL IMPACTS ASSESSMENT

To be completed by the ARC Staff

JURISDICTION:	DEKALB COUNTY				Date LIA completed, M/D/YYYY: 7/26/12	
DRI #:	2273				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	DeKalb Farmers Market					
TYPE OF DEVELOPMENT:	Commercial				Action Triggering Review: Permit	

I. ADEQUACY OF LOCAL ASSETS/SERVICES	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Do adequate wastewater/sewerage facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate water supply and treatment facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate stormwater management facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate solid waste facilities exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local school system have the capacity necessary to adequately support the development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the local workforce possess the skills/expertise/education to effectively to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are all other assets/services (public safety, etc.) adequate to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the local government fiscally capable of adequately providing any new facilities/services anticipated/likely to be required by the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Do adequate transportation facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

If the development is predominately industrial, is it located in close proximity to an interstate highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project? enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If not, will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
III. ACCESS MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	ACCESS IS PROVIDED TO LOWEST CLASSIFIED ROADWAY, BUT IT IS INTENDED ONLY FOR EMPLOYEE AND TRUCK ACCESS	ACCESS COULD BE IMPROVED AT THE PROPOSED DRIVEWAY OR PROVIDED VIA A NEW DRIVEWAY ONTO ONE OR BOTH OF THE ADJACENT LOWEST CLASSIFIED ROADWAYS
Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	SEVERAL OF THE PROPOSED DRIVEWAYS DO NOT ALIGN WITH EXISTING DRIVEWAYS	ALIGN NEW DRIVEWAYS WITH EXISTING DRIVEWAYS
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	ONE DRIVEWAY ONTO EAST PONCE DELEON MAY NOT MEET THIS STANDARD	INCREASE THE LENGTH OF THE DRIVEWAY
Are all proposed access points outside of the functional area of any adjacent intersections?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE PROPOSED TEMPORARY DRIVEWAY MAY BE TOO CLOSE TO EITHER ADJACENT DRIVEWAY	REMOVE THE TEMPORARY DRIVEWAY ONCE THE ADJACENT DRIVEWAYS ARE AVAILABLE
Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
IV. RESOURCE MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are potential impacts upon WETLANDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon GROUNDWATER RECHARGE AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RIVER CORRIDORS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PROTECTED MOUNTAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon COASTAL RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FLOODPLAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon SENSITIVE SOIL TYPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon STEEP SLOPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PRIME AGRICULTURAL/FORESTRY AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RARE/ENDANGERED SPECIES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FEDERAL, STATE OR REGIONAL PARKS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Are potential impacts upon HISTORIC RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon DESIGNATED SCENIC BYWAYS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon VIEWSHEDS OR SCENIC AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
LIA Points:		32		OUT OF A POSSIBLE:	42	
LIA Score:		76		LIA WEIGHTED SCORE (30%):	22	
OVERALL ASSESSMENT OF LOCAL IMPACTS						
<i>Does the host local government need to take action to manage potential adverse impacts of this development?</i>	YES <input type="checkbox"/>		NO <input type="checkbox"/>		NARRATIVE:	

<i>Should special requirements be placed on the developer(s) to mitigate adverse development impacts?</i>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	NARRATIVE:



QDA



QDA



ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT

To be completed by the ARC Staff

JURISDICTION:	DEKALB COUNTY				Date QDA Completed, M/D/YYYY: 7/26/12	
DRI #:	2273				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	DeKalb Farmers Market					
TYPE OF DEVELOPMENT:	Commercial				Action Triggering Review: Permit	
I. MIX OF USES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development incorporate a mixture of complementary land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		THE DEVELOPMENT IS PROPOSED FOR ONLY ONE USE	THIS SITE PROVIDES A RARE IN-TOWN OPPORTUNITY FOR A CATALYST DEVELOPMENT. OTHER COMPLEMENTARY USES SHOULD BE CONSIDERED
Does the development have vertically mixed uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
II. TRANSPORTATION ALTERNATIVES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Are there sidewalks within the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	THERE IS ONE SIDEWALK FROM EAST PONCE DE LEON AND ONE FROM DEKALB INDUSTRIAL WAY THAT CONNECT TO THE NEW RETAIL BUILDING.	
Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT BICYCLE PARKING WILL BE PROVIDED.	
Does the development include multi-use trails that will connect to the external trail network(s)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	A MULTI-USE TRAIL IS NEAR THE SITE, BUT THERE ARE NO FACILITIES PROPOSED WITHIN THE DEVELOPMENT. ADDITIONALLY, PATH HAS PROPOSED USING AN ABANDONED RAIL SPUR FOR A MULTI-USE PATH.	BICYCLE AND PEDESTRIAN FACILITIES SHOULD BE PROVIDED TO THE PROPOSED BUILDINGS AS WELL AS THROUGH THE SITE
Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and/or pedestrian actuation devices?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	MOST INTERSECTIONS ARE DESIGNED FOR PEDESTRIAN SAFETY.	
Does the design include pedestrian connections between building entrances and the internal and external sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	THERE ARE TWO PEDESTRIAN CONNECTIONS PROVIDED.	
Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THIS IS NOT INDICATED ON THE SITE PLAN	
Will the development employ pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1350 ft)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE DEVELOPMENT IS PROPOSED FOR A SINGLE LARGE BLOCK	CONNECTIONS COULD BE PROVIDED THROUGH THE SITE AND/OR INTERNAL DRIVES COULD BE TREATED AS PUBLIC STREETS.
Will the development incorporate traffic calming measures, such as narrower street widths, raised pedestrian crossings, or rough pavement materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
III. CONNECTIVITY	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Will the development employ street layouts that match those in older parts of the community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	NO CONNECTING STREETS ARE SHOWN ON THE SITE PLAN	THE INTERNAL ROADS AND DRIVES COULD BE DEVELOPED TO ALIGN AND CONNECT WITH ADJACENT LOCAL ROADS AND ACT AS PUBLIC STREETS THEMSELVES
Will the developments internal street network connect to the existing surrounding street network at many points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	INTERNAL DRIVES WILL CONNECT TO TWO ADJACENT ROADS.	PROVIDE ADDITIONAL CONNECTIONS
Does the development provide multiple ingress/egress points and have access to multiple external roadways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the proposal provide appropriate direct connections to existing adjacent developments/uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	NO DIRECT CONNECTIONS ARE PROVIDED TO ADJACENT USES OR POTENTIAL DEVELOPMENT SITES	PROVIDE CONNECTIONS OR DO NOT PRECLUDE FUTURE CONNECTIONS FROM OCCURRING

Does the proposal allow for direct connection to adjacent developments/uses in the future (at stub outs, dead end streets, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	SEE PREVIOUS COMMENT	SEE PREVIOUS RECOMMENDATION
Will the development include external and internal connections that allow motorists to avoid using the surrounding roadways to access adjacent uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	ACCESS FROM DEKALB INDUSTRIAL DOES NOT HAVE DIRECT ACCESS TO THE MAIN PARKING AREA OR BUILDING ENTRANCES	PROVIDE MORE DIRECT CONNECTIONS
Can the internal street network be reasonably anticipated to add to the public roadway network?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	INTERNAL DRIVES WILL ONLY SERVE INTERNAL TRIPS	INTERNAL DRIVES COULD BE DESIGNED AS PUBLIC STREETS
Where appropriate, will the development employ mid-block alleys?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IV. PARKING	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE DEVELOPMENT IS PROPOSING MORE PARKING THAN REQUIRED BY DEKALB COUNTY	REDUCE PARKING TO MATCH DEKALB REQUIREMENTS
Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		SEE COMMENTS ABOVE	SEE RECOMMENDATIONS ABOVE
Does development seek shared parking arrangements that reduce overall parking needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development's parking located where it does not visually dominate the development from the street?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	PARKING IS LOCATED IN THE CENTER OF THE DEVELOPMENT	SHIFT BUILDINGS, INTERNAL DRIVES AND PARKING TO BREAK UP AND SCREEN THE PARKING FROM VIEW
Does the parking design allow for easy and safe pedestrian access to buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	NO PEDESTRIAN ACCESS IS INDICATED ON THE SITE PLAN	
V. INFILL DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development proposing to locate on an infill site with existing infrastructure in place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development re-use or rehabilitate existing and/or historic structures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE DEVELOPMENT IS PROPOSED IN A TYPICAL SUBURBAN STRIP COMMERCIAL FORMAT.	
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to revitalize existing neighborhood commercial centers (or create a new one on an infill site) that will serve as a focal point for the surrounding neighborhood and community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is this a greyfield redevelopment that converts vacant or under-utilized commercial strips to mixed-use assets?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VI. SENSE OF PLACE	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development create or enhance community spaces such as public plazas, squares, parks, etc?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	SOME OF THE GREENSPACE PROVIDED AS A BUFFER TO EAST PONCE DE LEON WILL BE PUBLICLY ACCESSIBLE.	THE STORMWATER RETENTION PONDS AND OTHER GREENSPACE COULD BE COMBINED AND DESIGNED TO PROVIDE USABLE GREENSPACE. THERE ARE A MULTIPLE EXAMPLES OF THIS IN THE REGION.
Is the development consistent / compatible with the traditional character of the community, incorporating appropriate scale, placement and massing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE DEVELOPMENT DOES NOT APPEAR TO BE COMPATIBLE WITH THE TRADITIONAL CHARACTER OF THE SURROUNDING COMMUNITY	
If "big box" retail, is the development designed in a way that complements surrounding uses (e.g. appropriate massing and scale when in developed areas; landscaped buffers/berms when in less developed areas; etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		
If "big box" retail, is the development designed in a way that promotes long-term usability (e.g. allows for subsequent adaptation to other tenants/uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		THIS IS NOT INDICATED IN THE SUBMITTAL	
Are structures oriented toward and located near existing and proposed street front(s) with parking located in places other than between the structure and the street/sidewalk?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	ALL BUILDINGS FACE INWARD AND HAVE THEIR BACKS TO THE NEAREST PUBLIC STREET	
Does the development design include restrictions on the number and size of signs and billboards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

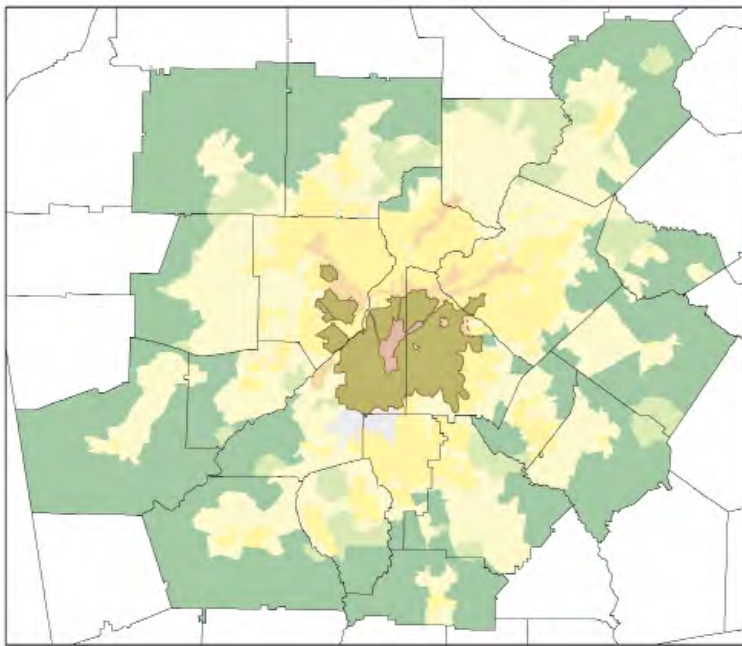
If applicable, will the natural vegetative character of surrounding roadways be maintained (e.g., with setbacks, vegetative buffers, landscaped berms)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VII. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development designed to be an attractive, pedestrian-friendly activity center serving surrounding residential areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		
Will the development include a mix of housing types and sizes evocative of the "traditional" development styles/patterns of the community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Do planned street widths employ TND width standards (i.e. narrow)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VIII. OPEN/GREEN SPACE CONSERVATION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development in close proximity with direct access to permanently protected open/greenspace?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development clustered to preserve open/green space within the development site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	THERE ARE PROPOSED BUFFERS AROUND THE SITE.	
Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

IX. ENVIRONMENTAL PROTECTION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid critical environmental areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development incorporate native and drought-tolerant landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to avoid the need for a stream buffer variance under any applicable ordinances?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development's stormwater management plan avoid increasing the rate and quantity of post-development stormwater runoff when compared with pre-development stormwater rates and quantities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development reflect best management practices (e.g., bioretention strips, rain gardens or swales as alternatives to conventional practices) for water quality protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Do the parking lots incorporate innovative on-site stormwater mitigation or retention features that are not covered elsewhere in this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is a substantial proportion of the total paved area (total of driveways, parking, etc) covered with permeable surfaces?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	THERE IS ONE SMALL EMPLOYEE OR OVERFLOW PARKING AREA THAT WILL USE PERVIOUS MATERIALS. ADDITIONAL EMPLOYEE OR OVERFLOW PARKING COULD USE PERVIOUS MATERIALS.	
Does the development propose water conservation covenants or employ other appropriate water conservation measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development seeking independent certification/recognition by a widely acknowledged development accreditation organization (e.g. LEED, EarthCraft, Green Globes, Energy Star, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

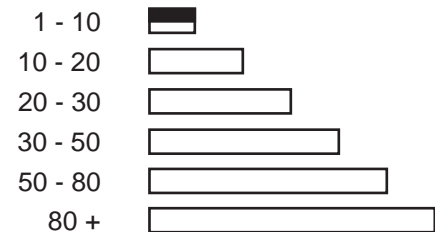
Does the development make use of alternative building materials that promote environmental protection and energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
X. HOUSING CHOICES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
For developments with a residential component, will a diversity of housing types be provided in the development, including: Single family; Accessory housing units; Multi family; Affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
XI. ECONOMIC DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development enhance diversity in the local/regional economic base?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater employment opportunities for low and middle income residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

QDA POINTS:		32	OUT OF A POSSIBLE:		93
QDA SCORE:		34	QDA WEIGHTED SCORE (20%):		6
OVERALL ASSESSMENT OF QUALITY					
Is the preponderance of answers above “Yes”?		<div><input type="checkbox"/> YES, the proposed development qualifies for expedited review.</div> <div><input type="checkbox"/> NO, the proposed development <u>DOES NOT</u> qualify for expedited review.</div>			
And is the development generally reflective of the best quality growth practices?		<div><input type="checkbox"/> YES, this regional commission recommends this development for Georgia Quality Development designation.</div> <div><input type="checkbox"/> NO</div> <div>NARRATIVE:</div>			
To improve the overall quality of the development, does the regional commission recommend that the local government seek additional alterations to the proposal that have not been described above?		YES <input type="checkbox"/>	NO <input type="checkbox"/>	NARRATIVE:	

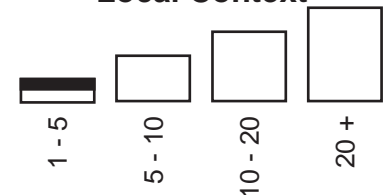
Maturing Neighborhoods



Recommended Densities 2 to 5 Units Per Acre Outside Regional Places



1 to 10 Stories Based on Local Context



estimation of gross density - actual density may vary

Defining Narrative and Area Issues

Maturing Neighborhoods, shown in tan, are areas in the region characterized by older neighborhoods that include both single- and multi-family development, as well as commercial and office uses at connected key locations. Though commercial and office buildings are aging, they nonetheless are often incorporated into neighborhoods, providing an active mix of uses and amenities. Maturing neighborhoods are denser than established suburbs and the development pattern is more similar to that of pre-1970s urban development. These areas represent the part of the region that is facing infill and redevelopment pressures. In many cases, the infrastructure is in place to handle the additional growth, however in some areas, infrastructure is built out with limited ability to expand. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as a regional route for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment and adaptive reuse of existing buildings in this area should be balanced with the preservation of existing single family neighborhoods. Consideration should be given to the need for additional usable parks and greenspace close to residents, as well as developing and maintaining pedestrian-friendly amenities such as trails and sidewalks. Maturing Neighborhoods are areas where people are aging in place. These areas should integrate Lifelong Communities principles to ensure options for housing and transportation in the community that support older adults that want to remain in their communities for a lifetime.

Places within the Area

Regional Centers
Community Activity Centers
Station Communities
Redevelopment Corridors
Major Retail Districts
Recreation Districts
University Districts
Wellness Districts
Regional Town Centers
Town Centers
Village Centers
Industrial/ Logistics Areas
Regionally Important Resources

Maturing Neighborhoods



Implementation Priorities



- Maintain and expand both local and regional transit services, including local and express bus, Bus Rapid Transit (BRT), light rail and heavy rail
- Improve safety and quality of transit options by providing alternatives for end-of-trip facilities (such as bicycle racks) and sidewalks and/ or shelters adjacent to bus stops
- Create redundancy with new alignments or parallel routes rather than expanding capacity to improve traffic through this area to other regional areas and places
- Promote programs that encourage safe walking and biking while reducing traffic congestion such as *Safe Routes to School*
- Establish strategies for improved road design, such as establishing minimum connections to existing road networks, incorporating traffic calming measures and improved local road design
- Integrate Lifelong Communities principles in addition to ADA compliance to ensure a comprehensive approach to connectivity and accessibility



- Encourage efforts to organize initiatives at the neighborhood and grassroots level to encourage civic engagement and provide education and outreach opportunities
- Provide incentives to coordinate school-sited land uses within communities, including expanding schools in existing locations or building schools in areas near existing neighborhoods and transportation infrastructure
- Encourage the development of institutional and civic locations that create opportunities for citizens to gather
- Expand the capability of community centers and libraries to act as technology hubs
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Promote awareness of neighborhood level organizational efforts to promote public safety, such as neighborhood watch and community task forces
- Ensure access to basic services and health and supportive services
- Identify opportunities to provide greater options for childcare and early childhood learning centers within neighborhoods
- Identify and remedy incidents of “food deserts” within neighborhoods, particularly in traditionally underserved neighborhoods and schools

Maturing Neighborhoods

Implementation Priorities, continued



- Promote mixed use where locally appropriate, specifically in areas served by existing or planned transit
- Promote medium to moderate densities, including development of residential units that mix densities within new development (i.e. duplex, triplex), and provide options for accessory dwellings
- Provide housing options that allow for aging in place, as well as options for barrier-free housing for individuals of all ages and abilities
- Develop policies and establish design standards to ensure new and infill development is compatible with existing neighborhoods
- Provide a full range of housing types including varying housing sizes, products, supportive housing and even skilled nursing care to ensure that those who have invested in a place's social and civic infrastructure can remain there as their needs change



- Support programs that foster greater energy efficiency in residential development, such as weatherization of the existing building envelope and transition to Energy Star certified mechanical systems
- Encourage the use of outdoor lighting fixtures in public spaces that have energy saving features such as solar cells, full cut-off fixtures, etc



- Concentrate future investment within established communities or suburbs rather than encouraging new greenfield development
- Engage the private sector and develop public/ private partnerships in funding technological innovations in communities



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Nathan Soldat, Transportation Division

DATE: July 26th, 2012

SUBJECT: **TD Review of DRI # 2273**

Project: Your DeKalb Farmers Market

County: DeKalb County

Location: 3000 East Ponce de Leon Avenue, Decatur, GA 30030

Analysis: Expedited ☐ Non-Expedited ☒

cc: David Haynes

The Transportation Division has reviewed the traffic study performed by LAI Engineering, on behalf of the developer of the above referenced proposed project. The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-Expedited Review Process. Because the proposed redevelopment will exceed 1000 parking spaces, Your DeKalb Farmers Market requires a Development of Regional Impact (DRI) study and is subject to GRTA and Atlanta Regional Commission (ARC) review.

The proposed expansion will add 1,104,151 SF gross area of Warehouse and 328,954 SF gross area of retail to the existing facility. The existing retail area of 142,475 SF will be converted to warehouse and wholesale area with an overall warehouse/wholesale area of 1,246,626 SF. The proposed expansion will be built in four phases; Phase 1 will consist of 361,972 SF of Warehouse and 186,703 SF of Retail. The existing retail area of 142,475 SF will be converted to warehouse and wholesale area after the completion of Phase 1; Phase 2 will consist of 223,530 SF of Warehouse; Phase 3 will consist of 419,875 SF of Warehouse and 89,065 SF of Retail; Phase 4 will consist of 98,774 SF of Warehouse and 53,186 SF of Retail; and Phase 4 will consist of 223,530 SF of Warehouse. Phase 1 is expected to be completed by 2015 and the overall project by 2023.

INFRASTRUCTURE

Transportation

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

Access will be provided to the proposed development through five (5) driveways: Three (3) driveways along East Ponce De Leon, One (1) driveway along DeKalb Industrial Way and One (1) driveway along Annie Street. In addition to the five (5) driveways, a temporary driveway will be provided along East Ponce De Leon Avenue during Phase I construction. The temporary driveway along East Ponce De Leon Avenue will be used for emergency purpose after Phase I construction.

Driveway-1 (Existing Signalized) – The existing driveway 1 will be a fully accessible commercial driveway into Pod “A” and Pod “B” at Laredo Drive. Driveway 1 is located along East Ponce De Leon Avenue approximately 2,100’ north of DeKalb Industrial Way with five (5) 12’ lanes; two (2) lanes entering and three (3) lanes exiting the farmers market.

Driveway-2 (Proposed Signalized) – The proposed driveway 2 will be a fully accessible commercial driveway into Pod “A” and Pod “B” at its intersection with East Ponce De Leon Avenue. Driveway 2 is located approximately 1,100’ north of DeKalb Industrial Way and approximately 950’ west of the existing Driveway 1. The proposed driveway 2 will serve as the main entrance for the farmers market.

Driveway-3 (Existing Unsignalized) – The existing driveway 3 will be a fully accessible commercial driveway into Pod “A” and Pod “B” at intersection with East Ponce De Leon Avenue. Driveway 3 is located approximately 1400’ west of Driveway 1 along East Ponce De Leon Avenue. Driveway 3 will be used exclusively for trucks loading and unloading cargo at the warehouse in Pod “A”. Vehicles entering Driveway 4 will not have access to the retail area and Pod B Warehouse area.

Driveway-4 (Proposed Unsignalized) – The proposed driveway 4 will be a fully accessible commercial driveway into Pod “A” at intersection with DeKalb Industrial Way. Driveway 4 is located approximately 350’ north of the signalized intersection with N Arcadia Avenue.

Temporary Driveway – A temporary driveway between Driveway 1 and 2 will be provided at intersection with East Ponce De Leon Avenue during Phase 1 construction. The temporary driveway will be used for emergency purpose after Phase I construction and will remain closed during normal business times.

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

LAI Engineering performed the transportation analysis. A background traffic growth rate of 2% was utilized, as recommended by GRTA. Trip generation estimates were based on the rates and equations published in the 8th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The ITE *Trip Generation Manual* contains traffic volume count data collected at similar facilities nationwide. The overall proposed development will consist of 328,954 SF of retail space, 1,189,636 SF of warehouse space and 56,990 SF of wholesale market. The proposed development will be constructed in four different phases:

Phase 1 involves construction of building A with 361,972 SF of Warehouse and 186,703 SF of Retail space. Figure 3-Site Plan shows the location of the proposed building A. The existing retail area of 142,475 SF will be converted to warehouse space of 85,485 SF and wholesale area of 56,990 SF after the completion of Phase 1.

Phase 2 involves construction of building D with 223,530 SF of Warehouse space.

Phase 3 involves construction of building B with 419,875 SF of Warehouse and 89,065 SF of Retail space.

Phase 4 involves construction of building C with 98,774 SF of Warehouse and 53,186 SF of Retail.

Phase I is expected to be completed in 3 Years (Year 2015) and the overall project is expected to be completed in 10 years (Year 2023). Figure 3-DRI Site Plan shows the location of the existing and the proposed buildings A, B, C & D. Pass-by reductions were applied for the retail land uses based on ITE's Trip Generation Handbook, 2nd Edition. Pass-by reductions are trips already on the roadway that will go to the proposed site on the way from an origin to a primary trip destination without a route diversion. 23 percent of pass-by reduction trips were estimated for the proposed retail site based on the ITE Trip generation Handbook. As GRTA limits the pass-by reductions to 15 percent, a 15 percent reduction in the retail trips were applied for the present study.

Based on the ITE's Trip Generation Handbook, no mixed use reduction was applied to the development as there is no significant internal capture for the proposed warehouse, wholesale and retail.

ITE Trip Generation Handbook does not have traffic volume survey for the Farmers Market. So, ITE Land Use Code 854 Retail Discount Supermarket, which has similar land use properties (free-standing retail stores selling a complete assortment of food, ATMs and Bakeries) to the Farmers Market, was used for the present study. Similarly, ITE Land Use Codes 150 and 860 were used for the warehouse space and the wholesale market in the proposed development.

The ARC staff finds this methodology acceptable. The resulting trip generation rates are listed in the tables in the following pages.

Table 3: Trip Generation – Phase I shows the trip generation for the Phase I development of the Farmers Market.

Table 3: Trip Generation - Phase I

Land Use Code/Size	Avg Weekday Trips	Traffic Direction	PM Peak Trips	PM Peak Pass-by Trips (Retail-15%)	Sat PM Peak Trips	Sat Peak Pass-by Trips (Retail-15%)	Net- New PM Trips	Net- New Sat PM Trips
POD A								
Warehouse 150/361,972 S.F	1,289	Enter	29	0	30	0	29	30
		Exit	87	0	17	0	87	17
Discount Retail (Farmers Market) 854/186,703 S.F	18,077	Enter	831	125	976	146	706	830
		Exit	831	125	976	146	706	830
POD B								
Warehouse 150/85,485 S.F	304	Enter	7	0	7	0	7	7
		Exit	21	0	4	0	21	4
Wholesale Market 860/56,990 S.F	384	Enter	27	0	7	0	27	7
		Exit	24	0	7	0	24	7
GROSS TRIPS POD A & POD B								
Gross Total	20,053	Enter	893	125	1,020	146	769	874
		Exit	962	125	1,004	146	837	857
-Existing Retail Area Reduction (Farmers Market) 854/142,475 S.F	13,794	Enter	634	95	745	112	539	633
		Exit	634	95	745	112	539	633
NET TRIPS POD A & POD B								
Net Total	6,259	Enter	259	30	275	35	230	240
		Exit	328	30	259	35	298	224

Table 4: Trip Generation – Phase II shows the trip generation for the Phase 2 along with the Phase I development of the Farmers Market.

Table 4: Trip Generation - Phase II

Land Use Code/Size	Avg Weekday Trips	Traffic Direction	PM Peak Trips	PM Peak Pass-by Trips (Retail-15%)	Sat PM Peak Trips	Sat Peak Pass-by Trips (Retail-15%)	Net-New PM Trips	Net-New Sat PM Trips
POD A								
Warehouse 150/361,972 S.F	1,289	Enter	29	0	30	0	29	30
		Exit	87	0	17	0	87	17
Discount Retail (Farmers Market) 854/186,703 S.F	18,077	Enter	831	125	976	146	706	830
		Exit	831	125	976	146	706	830
POD B								
Warehouse 150/309,015 S.F	1,100	Enter	25	0	26	0	25	26
		Exit	74	0	14	0	74	14
Wholesale Market 860/56,990 S.F	384	Enter	27	0	7	0	27	7
		Exit	24	0	7	0	24	7
GROSS TRIPS POD A & POD B								
Gross Total	20,849	Enter	911	125	1,039	146	786	892
		Exit	1,015	125	1,014	146	891	868
-Existing Retail Area Reduction (Farmers Market) 854/142,475 S.F	13,794	Enter	634	95	745	112	539	633
		Exit	634	95	745	112	539	633
NET TRIPS POD A & POD B								
Net Total	7,054	Enter	277	30	294	35	248	259
		Exit	381	30	269	35	352	235

Table 5: Trip Generation – Phase III shows the trip generation for the Phase 3 along with the Phase 1 and Phase 2 development of the Farmers Market.

Table 5: Trip Generation - Phase III

Land Use Code/Size	Avg Weekday Trips	Traffic Direction	PM Peak Trips	PM Peak Pass-by Trips (Retail-15%)	Sat PM Peak Trips	Sat Peak Pass-by Trips (Retail-15%)	Net- New PM Trips	Net- New Sat PM Trips
POD A								
Warehouse 150/781,847 S.F	2,783	Enter	63	0	65	0	63	65
		Exit	188	0	37	0	188	37
Discount Retail (Farmers Market) 854/275,768 S.F	26,700	Enter	1,227	184	1,442	216	1,043	1,226
		Exit	1,227	184	1,442	216	1,043	1,226
POD B								
Warehouse 150/309,015 S.F	1,100	Enter	25	0	26	0	25	26
		Exit	74	0	14	0	74	14
Wholesale Market 860/56,990 S.F	384	Enter	27	0	7	0	27	7
		Exit	24	0	7	0	24	7
GROSS TRIPS POD A & POD B								
Gross Total	30,967	Enter	1,341	184	1,540	216	1,157	1,323
		Exit	1,513	184	1,500	216	1,328	1,284
-Existing Retail Area Reduction (Farmers Market) 854/142,475 S.F	13,794	Enter	634	95	745	112	539	633
		Exit	634	95	745	112	539	633
NET TRIPS POD A & POD B								
Net Total	17,172	Enter	707	89	794	105	618	690
		Exit	879	89	755	105	790	650

Table 6: Trip Generation – Phase IV shows the trip generation for the Phase 4 along with the Phase 1, Phase 2 and Phase 3 development of the Farmers Market.

Table 6: Trip Generation - Phase IV

Land Use Code/Size	Avg Weekday Trips	Traffic Direction	PM Peak Trips	PM Peak Pass-by Trips (Retail-15%)	Sat PM Peak Trips	Sat Peak Pass-by Trips (Retail-15%)	Net-New PM Trips	Net-New Sat PM Trips
POD A								
Warehouse 150/880,621 S.F	3,135	Enter	70	0	73	0	70	73
		Exit	211	0	41	0	211	41
Discount Retail (Farmers Market) 854/328,954 S.F	31,849	Enter	1,464	220	1,720	258	1,244	1,462
		Exit	1,464	220	1,720	258	1,244	1,462
POD B								
Warehouse 150/309,015 S.F	1,100	Enter	25	0	26	0	25	26
		Exit	74	0	14	0	74	14
Wholesale Market 860/56,990 S.F	384	Enter	27	0	7	0	27	7
		Exit	24	0	7	0	24	7
GROSS TRIPS POD A & POD B								
Gross Total	36,468	Enter	1,586	220	1,826	258	1,366	1,568
		Exit	1,773	220	1,783	258	1,553	1,525
-Existing Retail Area Reduction (Farmers Market) 854/142,475 S.F	13,794	Enter	634	95	745	112	539	633
		Exit	634	95	745	112	539	633
NET TRIPS POD A & POD B								
Net Total	22,674	Enter	952	124	1,081	146	827	935
		Exit	1,139	124	1,038	146	1,014	891

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

2012-2017 TIP*

ARC Project ID	<u>Route</u>	Type of Improvement	Scheduled Completion Year
DK-344A	Upgrades to Approximately 40 Signals in DeKalb County	Roadway/Operations & Safety	2016
DK-344C	Upgrades to Approximately 31 Signals in DeKalb County	Roadway/Operations & Safety	2016
DK-377	North McDonough Road Bicycle and Pedestrian Facilities from College Avenue to West Trinity Place	Roadway/Capacity Reduction or Conversion	2016

**The ARC Board adopted the PLAN 2040 RTP and FY 2012-2017 TIP on July 27th, 2011.*

PLAN 2040 RTP (Long Range Projects)*

ARC Project ID	<u>Route</u>	Type of Improvement	Scheduled Completion Year
AR-412	Clifton Corridor High Capacity Rail Service from Emory University to Avondale MARTA Station	Transit/Rail Capital	Long Range 2018-2040

**The ARC Board adopted the PLAN 2040 RTP and FY 2012-2017 TIP on July 27th, 2011.*

Transportation Investment Act of 2010*

Number	<u>Route</u>	Type of Improvement	Implementation Band
TIA-DK-022	US 278 (College Avenue / North Avondale Road) from Adair Street / Atlanta Avenue to North Clarendon Avenue - Corridor Improvements	Roadway	Construction likely to occur in Band 1 (2013-2015)
TIA-DK-007	Decatur to Clifton Corridor - Transit Connectivity and Safety Improvements	Bike/Ped	Construction likely to occur in Band 1 (2013-2015)

**On July 31, 2012, residents across the 10-county Atlanta region have the opportunity to vote on a referendum that would fund \$8.5 billion in transportation improvements through a regional one percent sales tax. The implementation of the above project hinges on the successful passage of the referendum.*

County and Local Projects

Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
PI# 0009025	SR-155/CS-719 @ SR-10; CS-2097 @ SR-10 & @ CS-2025	Enhancement	Not available
PI# 0010631	SR-155 @ SR-10 & CR-5365/Church Street from SR-155 to Forkner Drive	Enhancement	Not available
PI# 0010050	SR-8 @ Blackmon Drive & @ Larry Lane	Maintenance	2012

Summarize the transportation improvements as recommended by consultant in the traffic study for the Outlet Shoppes at Atlanta.

The consultant, through coordination with GRTA, identified 23 current intersections near the proposed development and 5 existing or proposed site driveways to be included in the traffic study. These intersections bound roadway segments within the study area that are expected to carry a significant portion of the trips to be generated by the DeKalb Farmers Market. The intersections are listed below:

- East Ponce De Leon Ave & Laredo Drive
- East Ponce De Leon Ave & Wells St
- East Ponce De Leon Ave & DeKalb Industrial Way
- East Ponce De Leon Ave & N Arcadia
- East Ponce De Leon Ave & N Decatur Rd
- East Ponce De Leon Av & Valley Brook Rd
- East Ponce De Leon Ave & Glendale Rd
- East Ponce De Leon Ave & McLendon Dr
- East Ponce De Leon Ave & I-285 Ramps Ave/Sams Crossing
- Church Street & I-285 Ramps
- Valley Brook Rd and SR 410 Ramps
- N Decatur Rd & DeKalb Industrial Way
- N Decatur Rd & Church St W of DeKalb Industrial Way
- N Decatur Rd & Church St E of DeKalb Industrial Way
- E College Dr & Arcadia Ave
- Arcadia Ave & S Columbus Dr
- E College Dr & Commerce St18. E College Dr & SR 155
- E College Dr & S McDonough St
- DeKalb Industrial Way & N Arcadia Ave
- DeKalb Industrial Way & SR 8
- N Clarendon Ave & N Avondale Rd/US
- N Clarendon Ave & Laredo Drive 278
- All existing and proposed site driveways

Roadway segments of: East Ponce De Leon Ave, DeKalb Industrial Way, North Decatur Rd, E College Avenue, N Arcadia Ave/Sams Crossing, SR 155/N Candler St, Glendale Rd, Church Street, N Clarendon Ave, SR 8/ Lawrenceville Hwy, N Avondale Rd/US 278, Laredo Dr, Valley Brook Rd, McLendon Dr, S Columbia Dr, Commerce St, S McDonough St. were also included in the consultant's analysis.

The service standard for all analyses is LOS D. The consultant was asked to analyze current traffic volumes as of 2012, expected volumes in 2015 (Phase 1) and expected volumes in 2023 (Phase 2, 3 and 4) without construction of the proposed development (the no-build scenario). The consultant was also asked to analyze expected volumes and expected volumes in 2023 (Phase 2, 3 and 4).

No Build

The consultant's analysis found that all of the existing study intersections are performing above this standard as of 2012. Utilizing a 2% background traffic growth rate, the consultant found that study intersections would perform above LOS D standard in 2015 under the no-build scenario. Applying the same method used for 2015, the consultant identified four intersections that would be operating below the LOS D standard in 2023. The following list identifies those intersections and the recommended improvements.

- East Ponce De Leon Ave & N Decatur Rd
 - Recommend split phasing for the northbound and southbound traffic at the intersection.
 - Optimize signal timing and coordination with Church St and N Decatur Road.
- N Decatur Rd & DeKalb Industrial Way
 - Recommend adding additional southbound right turn lane at the intersection.
 - Optimize signal timing at the intersection.
- E College Dr & Arcadia Ave
 - Recommend dual left turns for eastbound approach at the intersection.
 - Optimize signal timing at the intersection.
- DeKalb Industrial Way & SR 8
 - Recommend additional through lane for SR 8 in the northbound direction.
 - Optimize signal timing at the intersection.

Build

The consultant's analysis identified one intersection as operating below the LOS D standard for the 2015 (Phase 1) conditions. The following list identifies the intersection and the recommended improvement.

- DeKalb Industrial Way & SR 8
 - Optimize signal timing and cycle length at the intersection

The consultant's analysis found that all study intersections are expected to perform at LOS D standard or better in the Future Build 2023 Phase 2 conditions and therefore did not recommend intersection improvements.

The consultant's analysis identified four intersections as operating below the LOS D standard for the 2023 (Phase 3) conditions. The following list identifies the intersections and the recommended improvements.

- East Ponce De Leon Ave & Laredo Drive
 - Optimize signal timing and coordination at the intersection.

- East Ponce De Leon Ave & N Arcadia Ave/Sams Crossing
 - Optimize signal timing and phasing
- N Decatur Rd & DeKalb Industrial Way
 - Recommend adding additional eastbound right turn lane at the intersection.
 - Optimize signal timings at the intersection.
- E College Dr & Commerce St
 - The proposed land-use for the DeKalb Farmers Market was updated after the methodology meeting with ARC/GRTA dated on April 30 2012. Based on the updated network site trip distribution the intersections E College Dr and Commerce St do not carry “significant” amount of traffic based on the GRTA 7% rule. Based on the updated network site trip distribution, no recommendations were provided to intersection E College Dr and Commerce St.

The consultant’s analysis identified four intersections as operating below the LOS D standard for the 2023 (Phase 4) conditions. The following list identifies the intersections and the recommended improvements.

- East Ponce De Leon Ave & N Arcadia Ave/Sams Crossing
 - Recommend dual left turns for westbound approach at the intersection.
 - Optimize signal timing at the intersection.
- East College Drive & N Arcadia Ave/Sams Crossing
 - Optimize signal timing at the intersection
- East College Drive & Commerce Street as well as East College Drive and S McDonough St
 - The proposed land-use for the DeKalb Farmers Market was updated after the methodology meeting with ARC/GRTA dated on April 30 2012. Based on the updated network site trip distribution, the intersections E College Dr and Commerce St and E College Dr & S McDonough St do not carry “significant” amount of traffic based on the GRTA 7% rule. Based on the updated network site trip distribution, no recommendations were provided to intersection E College Dr and Commerce St and E College Dr & S McDonough St.

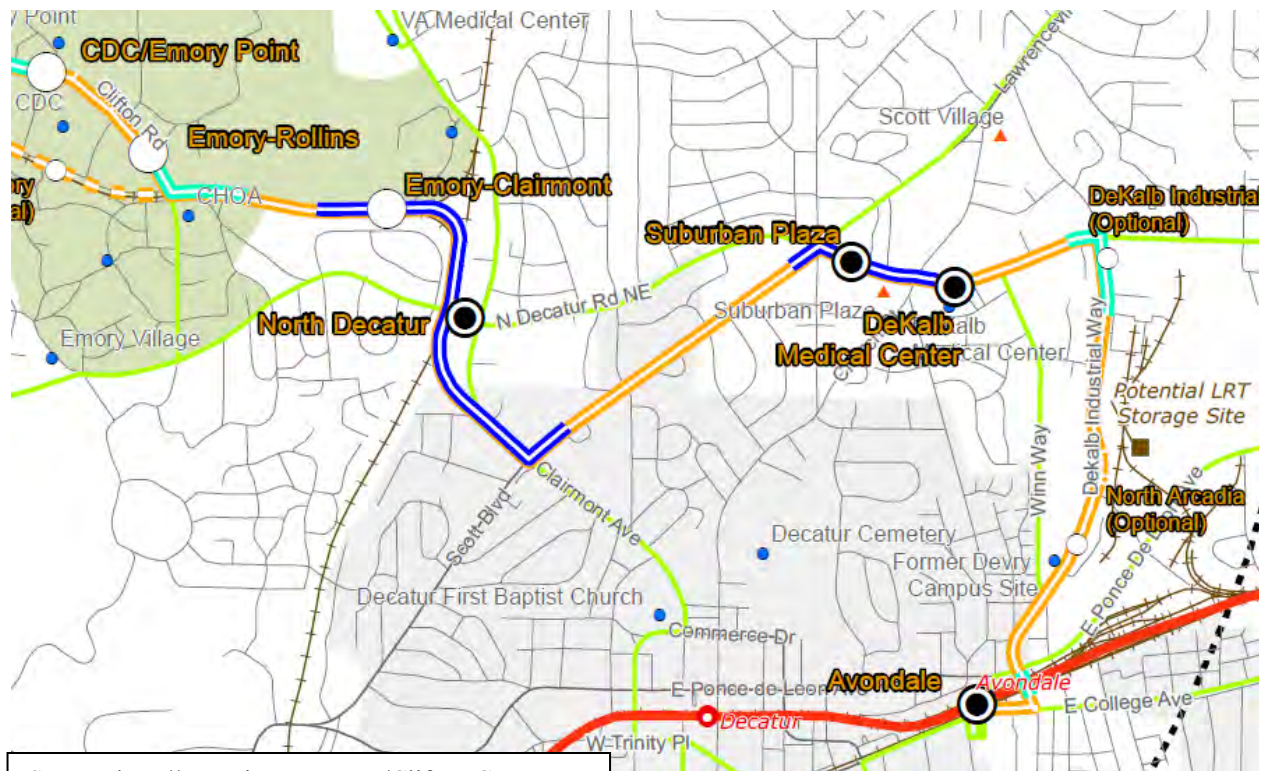
The consultant also performed corridor analyses along segments of SR 10/E College Dr, E Ponce De Leon Ave, N Decatur Rd and DeKalb Industrial Way. The results of the detailed segment analysis reveal that SR 10/E College Dr, E Ponce De Leon Ave, N Decatur Rd and DeKalb Industrial Way will operate at acceptable levels of service during all analyzed scenarios per the outlined GRTA’s technical guidelines.

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 Metropolitan Atlanta Rapid Transit Authority (MARTA) provides bus service through East Ponce De Leon Avenue and DeKalb Industrial Way. Route 120 and Route 36 provides service along E Ponce De Leon Avenue, and Route 75 provides service along DeKalb Industrial Way. These bus services connect Your DeKalb Farmers Market directly from Avondale Metro Station and other parts of DeKalb County. The bus stops at the proposed driveway 4 and existing driveway 1 will be relocated.

Long Range project AR-412 (Clifton Corridor High Capacity Rail Service from Emory University to Avondale MARTA Station) would bring light rail to the immediate vicinity of the proposed project. As the Locally Preferred Alternative includes an optional station near driveway 4, bicycle and pedestrian connections to future transit should be made. Furthermore because the DeKalb Industrial Way corridor currently has a high concentration of multi-family housing, it is recommended that a substantial effort is made to ensure appropriate pedestrian facilities are integrated with driveway 4 and continued into the site. For further information please reference:

- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition
- GDOT Pedestrian and Streetscape Guide
- GDOT Georgia Guidebook for Pedestrian Planning
- ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, An ITE Recommended Practice



Source: <http://www.itsmarta.com/Clifton-Corr.aspx>

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

None proposed.

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 LAI Engineering, the transportation system will require multiple intersection improvements, particularly in later phases of the development. ARC recommends continued coordination DeKalb County to ensure these improvements are made.

ARC recommends revisiting the site layout to better position buildings for future site to street grid connectivity. Additionally, it may be possible to reconfigure the parking lot and detention basins in a manner that would allow for the basin to become an amenity and the parking lot mass to be broken up. By breaking up the mass of the parking lot, internal pedestrian site connectivity which provides a safer pedestrian experience may be possible.

DEKALB FARMERS MARKET DRI
DeKalb County
Environmental Planning Division Comments
July 24, 2012

Watershed Protection and Stream Buffers

The proposed project is located in the South River Watershed, which is not a water supply watershed in the Atlanta Region and no Part 5 Environmental Minimum Planning Criteria for water supply watersheds apply.

The USGS coverage for the project area shows a perennial stream running along the northeastern and eastern sides of the project site. The stream is shown on the project plans as is the DeKalb County 75-foot stream buffer. Any other streams on the property will also be subject to the DeKalb stream buffer requirements and any waters of the state on the property will subject to the State 25-foot erosion and sedimentation buffer.

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 all relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). 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. Given the proposed uses and the coverage shown on the submitted plans, commercial was selected 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	106.20	181.60	1847.88	11469.60	104394.60	130.63	23.36
TOTAL	106.20	181.60	1847.88	11469.60	104394.60	130.63	23.36

Total % impervious 85%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

Jonathan Tuley

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Friday, April 20, 2012 9:35 AM
To: Jonathan Tuley
Cc: Comer, Carol; Mike Van Wie (mvanwie@dekalbcountyga.gov); Doyle, Danny
Subject: RE: Pre-Review Meeting April 23, 2012 - DeKalb Farmers Market (DeKalb County, DRI #2273)

Jon:

Reference subject DRI#2273 (DeKalb Farmers Market, DeKalb Co).

The proposed development is located approximately 5.8 miles South East of DeKalb Peachtree Airport's (PDK) closest runway (approach end of Runway 2R). If the proposed project's vertical construction exceeds 200ft above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. The FAA must be in receipt of the notification, no later than 45 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with PDK airport and advise the proponent if any action is necessary. I have copied Mr. Mike Van Wie, Director of the DeKalb Peachtree Airport (telephone: 770-936-5440).

Thank you for the opportunity to comment on the proposed development.

Alan Hood | Georgia Department of Transportation - Aviation Programs
4005 Fulton Industrial Boulevard | Atlanta, Georgia 30336
T: 404-505-4863 | F: 404-505-4870 | M: 404-660-3394 | E: achood@dot.ga.gov

View our new website at <http://www.dot.ga.gov/localgovernment/intermodalprograms/aviation!>

-----Original Message-----

From: Comer, Carol
Sent: Friday, April 20, 2012 7:28 AM
To: Hood, Alan C.
Subject: Re: Pre-Review Meeting April 23, 2012 - DeKalb Farmers Market (DeKalb County, DRI #2273)

>> Thanks,
>> Carol
>>
>> Sent from my iPhone
>>
>> Begin forwarded message:
>>
>> From: "Jonathan Tuley" <JTuley@atlantaregional.com>
>> <<mailto:JTuley@atlantaregional.com>>>
>> To: "Allen, Patrick" <paallen@dot.ga.gov<<mailto:paallen@dot.ga.gov>>>, >>
>> "VanDyke, Cindy" <cyvandyke@dot.ga.gov<<mailto:cyvandyke@dot.ga.gov>>>, >>
>> "Ware, Alan" <alware@dot.ga.gov<<mailto:alware@dot.ga.gov>>>, >>
>> "Williams, Michael V."

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2273**

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:

DeKalb

Individual completing form:

Karmen Swan White

Telephone:

404-371-2155

E-mail:

kswhite@dekalbcountyga.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:

DeKalb Farmers Market

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

3000 E. Ponce De Leon Avenue Decatur, GA 30030

Brief Description of Project:

The proposed expansions of the existing DeKalb Farmers Market include 718,367 SF of new warehouse area and 517,949 SF of new retail area. The proposed project will require 2 new driveways; 1 signalized and 1 unsignalized. The proposed project will provide 2,637 new parking spaces, while 763 existing parking spaces will remain.

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:

DRI Initial Information Form

Project Size (# of units, floor area, etc.):	718,367 SF of new warehouse and 517,949 SF of new retail area with 3,400 parking spaces
Developer:	DeKalb Farmers Market
Mailing Address:	3000 E. Ponce De Leon Avenue
Address 2:	
	City:Decatur State: GA Zip:30030
Telephone:	404-377-6400
Email:	dang@laiengineering.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	Robert W. Blazer Grantor Trust C
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: October 2013 Overall project: 10 years
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Developments of Regional Impact

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DRI #2273

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:	DeKalb
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
Email:	kswhite@dekalbcountyga.gov
Project Information	
Name of Proposed Project:	DeKalb Farmers Market
DRI ID Number:	2273
Developer/Applicant:	DeKalb Farmers Market
Telephone:	404-377-6400
Email(s):	dang@laiengineering.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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	\$30,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Property - \$510,000; GA - \$1,200,000; DeKalb - \$900,000
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): The existing recycling facility with a capacity of 277 tons per month will be relocated.	
Water Supply	

DRI Additional Information Form

Name of water supply provider for this site:	DeKalb County Watershed Management
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.10 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Snapfinger Creek
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.10 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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.)	1747-PM Peak, 1715-Sat Peak
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below:Physical Improvements will be needed at: E Ponce De Leon Ave & Arcadia Ave Dekalb Industrial Way & N Decatur Rd	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	6000 tons
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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?	64%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Retention Ponds, Filter Strips, Possible Pervious Parking

Environmental Quality

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

1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No

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

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