



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: Sep 13 2012

ARC REVIEW CODE: R1208242

TO: Mayor Eva Galambos
ATTN TO: Linda Abaray, Senior Planner
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: Chastain Mixed-Use
Submitting Local Government: City of Sandy Springs

Review Type: Development of Regional Impact
Date Opened: Aug 24 2012

Description: The proposed Chastain Mixed-Use development is located to the northwest of the Roswell Road at W Wieuca Rd intersection on approximately 21.3-acres. The site has roadway frontage along Roswell Road and W Wieuca Rd. The existing tracts and parcels of land are occupied by apartment buildings to be demolished. The site will consist of residential space with retail and office components. The main commercial component is proposed to be a grocery store, restaurant, and specialty retail with the office component expected to be a bank. The residential component is planned as high-density apartments with structured parking.

DRI Checklist Summary:

Regional Consistency Assessment (50%): 100%
Local Impacts Assessment (30%): 95%
Quality Development Assessment (20%): 74%

Overall Weighted Score: 94%

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: Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), proposed the Chastain Mixed-Use development is within an area designated as Maturing Neighborhoods and is located along a Redevelopment Corridor. The UGPM and RDG state 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 UGPM and RDG state that Redevelopment Corridors “are designated to reflect local policy. Some of these corridors function as retail centers for surrounding communities while many are major commuter routes for the region with high amounts of through traffic. The nature and needs of each may be unique to their location within the region. While many of these areas can increase in employment and housing density, the amount of additional density depends on the local context especially the existing and planned transportation network. Many of these corridors are planned to have additional transit service within them including light rail, BRT and express bus. Redevelopment corridors may have high concentrations of aging commercial and retail space, and were often developed in a suburban, auto-oriented way. They are challenged by limited multi-modal options, which can lead to problems with congestion.”

The Chastain Mixed-Use development is also located within the Roswell Road Corridor Livable Centers Initiative (LCI) study area which was completed in 2008. That plan references the area around the Windsor Parkway and Roswell Road intersection as a “Live Work Node” and a gateway. It also references a pedestrian/bike trail between this development’s immediate area and a live/work node to the north.

Observations:

The proposed Chastain Mixed-use development includes a mix of complimentary uses, multiple access points and aligns at least one new driveway with an existing roadway. Additionally, the development proposes to place the majority of its parking in parking decks that are wrapped or behind commercial buildings so that most parking is screened from view. The site plan also shows a bike and pedestrian path along the Roswell Road frontage.

The proposed development sits on the City limits of Sandy Springs and the City of Atlanta. It is bordered by commercial and residential uses in an area that primarily consists of arterial commercial and single-family residential, with some infill and redevelopment occurring in the area. Additionally, Chastain Park is less than a mile away.

Recommendations:

The developer should provide for future connections to adjacent developments where feasible. It appears from the site plan that there are several internal driveways that if extended, could serve as possible future connections to properties north and south of the proposed development. Additionally, the bike and pedestrian path along Roswell Road should be extended to the north and south to provide access along the entire frontage and connect to the existing sidewalk network. These changes will allow more residents and visitors of the site to use alternatives routes, rather than all trips having to occur on Roswell Road.

Roswell Road includes existing MARTA bus service which has high ridership. Additionally, Concept3, the regional transit vision that is included as part of the Regional Transportation Plan, recommends Roswell Road for future Bus Rapid Transit (BRT) service. The developer and the City should work with MARTA to ensure adequate transit facilities are planned for and provided.

Finally, this development should be consistent with recommendations included in the Roswell Road Corridor LCI study. The LCI plan makes specific recommendations regarding transportation and urban design.

See additional ARC staff comments and comments from other affected parties which are attached.

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 ATLANTA	DEKALB COUNTY	

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/land-use/planreviews>.

**RCA****RCA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 1: REGIONAL CONSISTENCY ASSESSMENT***To be completed by the ARC Staff*

JURISDICTION:	CITY OF SANDY SPRINGS					Date RCA Completed, M/D/YYYY: 8/23/12
DRI #:	2291					RC DRI Reviewer: JT
TENTATIVE NAME OF DEVELOPMENT:	Chastain Mixed-Use					
TYPE OF DEVELOPMENT:	Mixed Use					Action Triggering Review: Zoning
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"/>	3		
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:				33	OUT OF A POSSIBLE:	33
RCA SCORE:				100	RCA WEIGHTED SCORE (50%):	50
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)						
<i>Is the preponderance of answers above "Yes"?</i>	<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:					
<i>Has the host local government or the developer agreed to changes that would successfully resolve "No" answers above?</i>	<input type="checkbox"/> YES. <input type="checkbox"/> NO. Narrative:					
<i>Was the answer to both questions in this section "No"?</i>	<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:	CITY OF SANDY SPRINGS				Date LIA completed, M/D/YYYY: 8/23/12	
DRI #:	2290				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Chastain Mixed-Use					
TYPE OF DEVELOPMENT:	Mixed Use				Action Triggering Review: Zoning	

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local workforce possess the skills/expertise/education to effectively 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
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"/>	3		
Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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	WHILE THE PROPOSED DRIVEWAYS MEET CITY STANDARDS, GDOT REGULATIONS SHOULD BE CONSULTED SINCE ROSWELL ROAD IS A STATE ROUTE.	
Are all proposed access points outside of the functional area of any adjacent intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
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:		43		OUT OF A POSSIBLE:	45	
LIA Score:		95		LIA WEIGHTED SCORE (30%):	29	
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:	CITY OF SANDY SPRINGS				Date QDA Completed, M/D/YYYY: 8/23/12	
DRI #:	2290				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Chastain Mixed-Use					
TYPE OF DEVELOPMENT:	Mixed Use				Action Triggering Review: Zoning	

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development have vertically mixed uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0		
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
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"/>	3	THE DEVELOPER HAS INDICATED THAT HERE WILL BE SIDEWALKS THROUGHOUT THE SITE ADJACENT TO ALL USERS AND INTERCONNECTED VIA CROSS WALKS WHERE INTERNAL ROADS ARE CROSSED.	
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT SIDEWALKS WILL COMPLY WITH ADA AND AASHTO STANDARDS.	
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"/>	1	THERE IS A BIKE/PED PATH ON THE ROSWELL RD FRONTAGE, BUT IT DOES NOT APPEAR TO CONNECT TO AN EXTERNAL NETWORK.	
Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and/or pedestrian actuation devices?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THIS INFORMATION IS NOT SHOWN ON THE SITE PLAN	
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"/>	3		
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT THE PUBLIC STREETSCAPE ALONG ROSWELL ROAD WILL MEET THE DESIGN REQUIREMENTS RECOMMENDED IN THE ROSWELL ROAD CORRIDOR STUDY.	
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 type="checkbox"/>	<input checked="" type="checkbox"/>			
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 type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development's internal street network connect to the existing surrounding street network at many points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
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	CONNECTIONS OR STUB-OUTS COULD BE PROVIDED TO THE NORTH AND SOUTH OF THE SITE	
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 COMMENT ABOVE	
Will the development include external and internal connections that allow motorists to avoid using the surrounding roadways to access adjacent uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	SEE COMMENT ABOVE	
Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Can the internal street network be reasonably anticipated to add to the public roadway network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
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"/>			
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT THE FINAL PLANS WILL HAVE EXTENSIVE PLANTER ISLANDS AND MEDIANS TO MEET THE OPEN SPACE REQUIREMENT FOR THIS SITE, PER SANDY SPRINGS, FOR A REGIONAL DEVELOPMENT (20% OPEN SPACE WITH 15% REQUIRED TO BE GREEN SPACE).	
Is the development's parking located where it does not visually dominate the development from the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the parking design allow for easy and safe pedestrian access to buildings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
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 type="checkbox"/>	<input checked="" type="checkbox"/>			
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development consistent / compatible with the traditional character of the community, incorporating appropriate scale, placement and massing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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 type="checkbox"/>	<input checked="" type="checkbox"/>			
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"/>			
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
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 type="checkbox"/>	<input checked="" type="checkbox"/>			
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT THE EXISTING DEVELOPMENT DOES NOT CURRENTLY RETAIN OR DETAIN STORM WATER NOR DOES IT INCLUDE ANY WATER QUALITY IMPROVEMENT DEVICES. THE PROPOSED DEVELOPMENT WILL GENERATE SIMILAR QUANTITIES OF STORM FLOW BUT THE RATE AT WHICH THESE FLOWS EXIT THE SITE WILL BE GREATLY REDUCED AND THE WATER QUALITY IMPROVED TO MEET CURRENT REGULATORY STANDARDS.	
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	THE DEVELOPER HAS INDICATED THAT THERE ARE A NUMBER OF AREAS WHERE GRASS-CRETE WILL BE USED TO REDUCE SOME OF THE IMPERVIOUS AREAS OF THE SITE.	
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3				
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 <small>(as necessary for "Yes" and "No" answers)</small>	Recommendations <small>(to the Developer for Improving the Project)</small>		
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:			69	OUT OF A POSSIBLE:		93		
QDA SCORE:			74	QDA WEIGHTED SCORE (20%):		15		
OVERALL ASSESSMENT OF QUALITY								
Is the preponderance of answers above "Yes"?			<input type="checkbox"/> YES , the proposed development qualifies for expedited review. <input type="checkbox"/> NO , the proposed development <u>DOES NOT</u> qualify for expedited review.					

<p><i>And is the development generally reflective of the best quality growth practices?</i></p>	<p><input type="checkbox"/> YES, this regional commission recommends this development for Georgia Quality Development designation.</p> <p><input type="checkbox"/> NO</p> <p>NARRATIVE:</p>		
<p><i>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?</i></p>	<p>YES <input type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>	<p>NARRATIVE:</p>



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Nathan Soldat, Transportation Planning Division

DATE: August 21st, 2012

SUBJECT: **Transportation Division Review of DRI # 2290**
Project: Chastain Mixed-Use DRI
County: Fulton
Location: 4585 & 4616 Roswell Road, Atlanta, GA 30342
Analysis:
Expedited ☐
Non-Expedited ☒

cc: David Haynes
TD

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. The applicant proposes to develop an approximately 21.3 acre site into a mixed-use development located northwest of the Roswell Road and West Wieuca Road intersection. The development will primarily front Roswell Road with additional frontage on Wieuca Road. The proposed site will consist of residential space including retail and office components. The primary commercial component is a grocery store, restaurant and specialty retail with an office component which is expected to be a bank. The residential component is planned to be high-density apartments with structured parking. The breakdowns of uses are as follows:

- 56,918 SF of anchor/grocery store space
- 56,096 SF of specialty retail/office space
- 3,000 SF of restaurant space
- 3,935 SF of bank space
- 700 multi-family residential units

The proposed project would be built in two phases with phase one build-out complete in 2015 and phase two build-out complete in 2017. Phase two is the southern residential pod on West Wieuca Road.

INFRASTRUCTURE

Transportation

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

Site access is intended to be provided for the site via three driveways off public streets. Access points are as follows:

- One full access driveway across from Hedden Street on Rowell Road
- One right-in/right-out driveway on Roswell Road between Hedden Street and Windsor Parkway
- One full access driveway along West Wieuca Road

How much average daily traffic will be generated by the proposed project?

The applicant has proposed to use ITE Trip Generation 8th Edition. The applicant will use land use code 820 (Shopping Center) for all retail sections and land use code 220 (Apartment) for the 700 residential units. GRTA has accepted an alternative mode reduction of 2%. GRTA has also stated that a pass-by trip reduction (according to ITE standards and GRTA maximums) and a mixed-use reduction (according to ITE standards) may be taken. The traffic study has not been completed at this time.

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

PLAN 2040 RTP (Long Range Projects)*

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
FN-AR-BP082A	SR 9 (Roswell Road)	Last Mile Connectivity/Pedestrian Facility	Short Range/TIP 12Q3

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

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

The site is directly served by MARTA bus route 5. There are no plans to expand transit in the RTP currently.

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

None proposed.

What are the numbers of crashes adjacent to the proposed project?

The Georgia Department of Transportation shows for the last three years:

- 1 crash (no fatalities) at or near the intersection of Roswell Rd and Hedden St NE
- 7 crashes (no fatalities) at or near the intersection of Roswell Rd and Windsor Pky NE
- 4 crashes (no fatalities) at or near the intersection of Roswell Rd and Meadowbrook Dr NE
- 6 crashes (no fatalities) at or near the intersection of Roswell Rd and W. Wieuca Rd
- 6 crashes (no fatalities) at or near the intersection of Roswell Rd and Wieuca Rd NE

What other issues should be considered during the traffic study or in general for the proposed development?

- The developer should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is located in an employment/activity center and LCI area. Roswell Road is on the Strategic Truck Route Network, Regional Thoroughfare Network, Bicycle and Pedestrian Network and Concept 3 Network.
- The site plan presented during the pre-application meeting on July 30th, 2012 shows "Bike and Pedestrian Access" along Roswell Road in front of the "Retail C" building and not the entire frontage of the site. The developer should continue bike and pedestrian access along the entire Roswell Road frontage of the site.
- Inner-site connectivity and internal circulation is of concern. The site plan shows the center of the development as a large parking lot with no pedestrian facilities. Pedestrians need to be able to travel safely between uses/buildings within the site.
- Safe crossings should be maintained at Roswell Road and Windsor Parkway NE and pedestrian appropriate infrastructure should be installed at the new full access intersection of Hedden Street and Roswell Road to ensure pedestrian safety.
- Please refer to GDOT's "Regulations for Driveway and Encroachment Control" manual as an additional resource regarding access points to the site.

ROSWELL-WINDSOR REDEVELOPMENT DRI
City of Sandy Springs
Environmental Planning Division Review Comments
August 2, 2012

Watershed Protection and Stream Buffers

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

Stormwater / Water Quality

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

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	21.26	38.06	387.32	2404.08	21881.58	27.38	4.90
TOTAL	21.26	38.06	387.32	2404.08	21881.58	27.38	4.90

Total Impervious = 85%

If new or upgraded on-site detention is required, the design should include stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

From: Mello, Joshua D. <JDMello@AtlantaGa.Gov>
Sent: Monday, September 10, 2012 9:20 AM
To: Jonathan Tuley
Subject: RE: DRI Review Notification - Chastain Mixed-Use (City of Sandy Springs, DRI #2290)
Attachments: 2012-09-07_Comments_DRI2290Chastain[COATransportPlan].pdf

Jon:

The City of Atlanta Transportation Planning Division staff has reviewed the site plan and preliminary report for [DRI #2290 Chastain Mixed-use](#) and we offer the following comments (also noted on attached mark-up of site plan). We recognize that most of this site is located outside the City of Atlanta city limits. However, we believe that trips to and from this development will terminate within the City of Atlanta and that many of these trips will impact the roadway network within the City of Atlanta.

- Development should include a complete urban street framework connecting Roswell Road (US 19/SR 9), West Wieuca Road and abutting commercial parcels along Roswell Road (US 19/SR 9). This street network should include horizontal traffic calming measures (i.e. roundabouts, chicanes, chokers, etc.) to control motor vehicle operating speeds and regulate traffic volumes. This street network is essential for the even distribution of trips and will greatly mitigate impacts to the intersection of Roswell Road (US 19/SR 9) and West Wieuca Road. The access to West Wieuca Road as currently designed is cumbersome, inadequate and will be difficult to navigate. This will create circulation and congestion issues.
- Buildings fronting Roswell Road (US 19/SR 9) should be moved closer to the street with all parking located behind the plane of the building façade. This will create an environment much more conducive to bicycling, walking and riding transit.
- Sidewalks should be constructed along all property frontages and clear and level walkways should connect the sidewalks to the building entrances within the development.
- As West Wieuca Road is designated as a Secondary Bicycle Connection in the *Connect Atlanta Plan*, the entrance to the development from West Wieuca Road should include provisions for bicyclists (i.e. bicycle boxes, bicycle lanes, bicycle ramps, signage for bicycle parking, etc.).
- As Roswell Road (US 19/SR 9) is designated as a Secondary Bicycle Connection in the *Connect Atlanta Plan*, we would recommend that a southbound on-road five-foot-wide bicycle lane be installed along the property frontage.
- As Roswell Road (US 19/SR 9) is designated as a bus rapid transit corridor in the *Concept3 Regional Long-Range Transit Vision* and *Connect Atlanta Plan*, we would recommend that the developer coordinate closely with MARTA staff to locate/relocate transit amenities (i.e. bus stop pads, benches, shelters, signs, queue-jump lanes, etc.) along the property frontage.

Joshuah D. Mello, AICP
Assistant Director of Planning - Transportation

*Office of Planning | Department of Planning and Community Development
City of Atlanta | 55 Trinity Avenue SW, Suite 3350, Atlanta, GA 30303-0331*

E-mail: jdmello@atlantaga.gov | Office: 404-330-6145 | Direct: 404-330-6785 | Mobile: 404-576-5282

From: Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]
Sent: Friday, August 24, 2012 5:21 PM
To: jud.turner@gaepd.org; mfowler@dot.ga.gov; cindy.vandyke@dot.state.ga.us; alware@dot.ga.gov; michawilliams@dot.ga.gov; ccomer@dot.ga.gov; Hood, Alan C. (achood@dot.ga.gov); Mike.Lobdell@dot.state.ga.us; lbeall@grta.org; 'Julie McQueen'; wstinson@itsmarta.com; 'Crocker, John'; 'Floyd, Greg'; 'Jon West'; Parker, Angela; Dickerson, Patrice (PDickerson@SandySpringsga.gov); nvh@cobbandhyre.com; Mello, Joshua D.; 'Stearns, Brennan'; 'Qawiy, Shawanna'; Keeter, Patrece (pgkeeter@dekalbcountyga.gov)
Cc: Landuse; Jim Santo; Nathan Soldat; Jim Skinner; Sammie Carson; Carolyn Rader
Subject: DRI Review Notification - Chastain Mixed-Use (City of Sandy Springs, DRI #2290)

Development of Regional Impact Request for Comments

This e-mail serves as notice that the ARC staff has begun the review for Chastain Mixed-Use, **DRI #2290**. We request that you or a member of your staff review the attached preliminary report and provide comments to ARC by **Friday, August 7, 2012**.

The proposed Chastain Mixed-Use development is located to the northwest of the Roswell Road at West Wieuca Road intersection on approximately 21.3-acres. The site has roadway frontage along Roswell Road and West Wieuca Road. The existing tracts and parcels of land are occupied by apartment buildings to be demolished. The site will consist of residential space with retail and office components. The main commercial component is proposed to be a grocery store, restaurant, and specialty retail with the office component expected to be a bank. The residential component is planned as high-density apartments with structured parking.

Review opened: August 24, 2012

Comments Due: September 7, 2012

Review will close on or before: September 13, 2012

For more information regarding the DRI processes, information needed for the review or other DRI's reviewed by ARC, please see the [DRI website](#).

Please let me know if you have any questions about the review.

Jon Tuley, AICP
Principal Planner

Atlanta Regional Commission
regional impact + local relevance

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Jon Tuley, AICP
Principal Planner

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regional impact + local relevance

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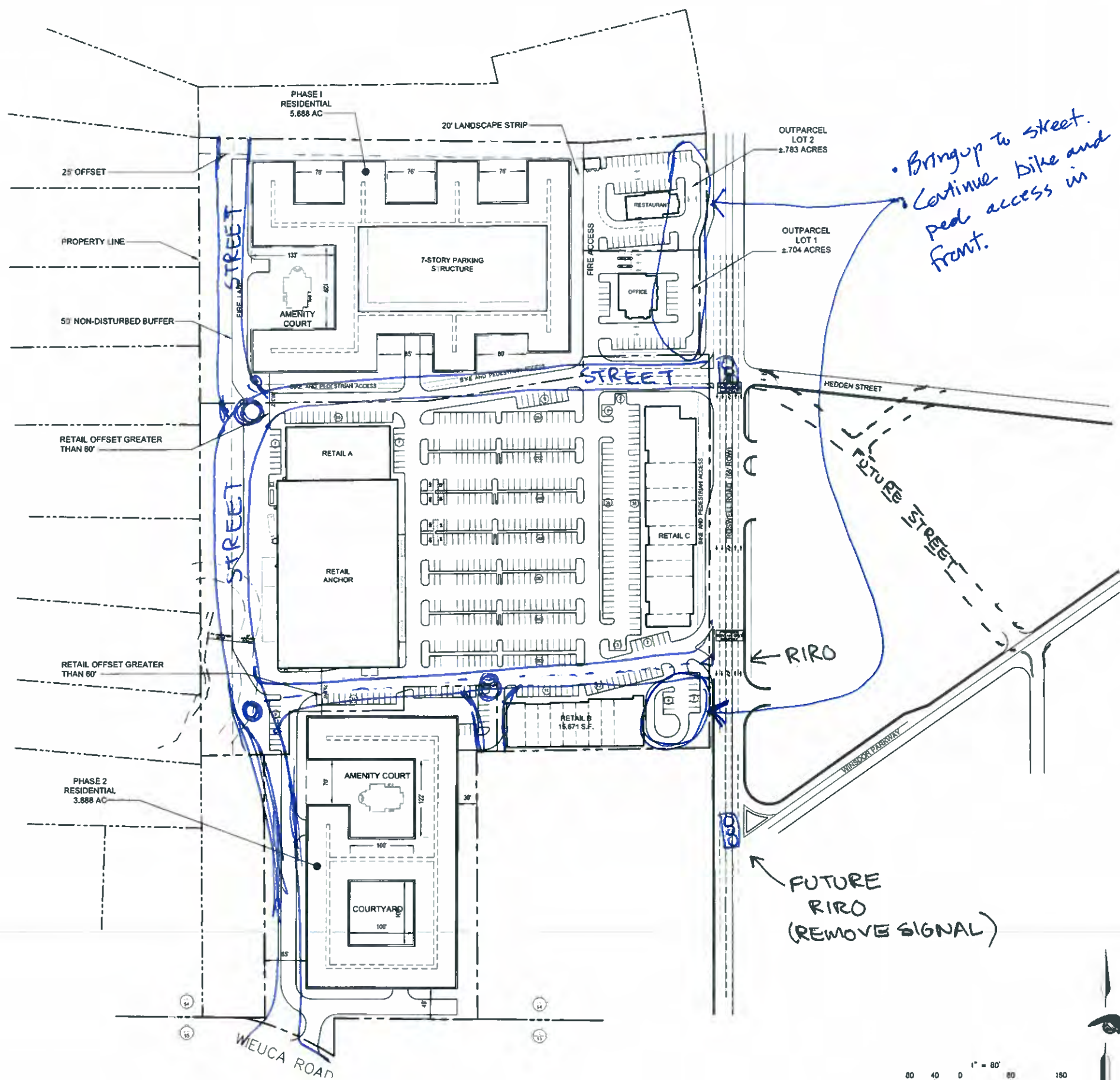
JDMello Comments 09/10/12 ✓

SITE STATISTICS	
TOTAL PARCEL SIZE	±21.257 AC
RETAIL PARCEL SIZE	±10.102 AC
RETAIL OUT PARCELS	±1.487 AC
RESIDENTIAL PARCEL SIZE (PHASE 1)	±5.688 AC
RESIDENTIAL PARCEL SIZE (PHASE 2)	±3.888 AC

RETAIL STATISTICS	
TOTAL RETAIL	113,014 SF
ANCHOR/RETAIL @ 5 SPACES PER 1000 SF	
PARKING REQUIRED	566 SPACES
PARKING PROVIDED	508 SPACES

OUTPARCEL STATISTICS	
LOT 1 OFFICE USE	3,935 SF
PARKING REQUIRED	20 SPACES
PARKING PROVIDED	28 SPACES
LOT 2 RESTAURANT USE	3,000 SF
PARKING REQUIRED	30 SPACES
PARKING PROVIDED	37 SPACES

RESIDENTIAL STATISTICS	
PHASE 1 BUILDING AREA:	5 FLOORS W/ BASEMENT (TYPE 3) 9,000 LEASE/CLUBHOUSE
RESIDENTIAL UNITS	400 UNITS (AVERAGE SF/UNIT = 930 SF)
PARKING:	7 LEVELS OF PARKING Phase I assumes 400 units at 62% 1BR and 38% 2BR: 576 stalls required for units plus 27 stalls for the leasing offices (9,000SF @ 3 stalls/1000SF) = 603 stalls
PHASE 2 BUILDING AREA:	4 STORY OVER 2 LEVELS OF STRUCTURED PARKING: Phase II assumes 300 units at 62% 1BR and 38% 2BR: 433 stalls required units plus 27 stalls for leasing offices (9,000SF @ 3 stalls/1000SF) = 460 stalls
RESIDENTIAL UNITS	300 UNITS
TOTAL RESIDENTIAL UNITS	700 UNITS



WAKEFIELD
BEASLEY &
ASSOCIATES

ARCHITECTS INTERIORS

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JLB PARTNERS

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Print Record

Revisions

Date 07/27/2012 Job No. 1208003 000

Sheet Title PRELIMINARY SITE PLAN

Sheet No. PSP.007



2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

September 12, 2012

Jon Tuley, AICP
Principal Planner
Atlanta Regional Commission
40 Courtland Avenue
Atlanta, GA 30303

Re: MARTA response to DRI #2290 Chastain Mixed Use Roswell Road.

Hello Jon,

Based upon our review, we find that this development is located along Route 5 (Piedmont Road/ Sandy Springs). Furthermore, MARTA does have the capacity to absorb the expected increase in demand that the retail and residential components of this development are expected to bring.

However, MARTA is concerned with transit patron accessibility and safety. There are a total of four bus stop signs that are in close proximity to this development. Two of those stops front along the same side of Roswell Road as the proposed development. An examination of the site plan revealed that there is a need for changes to the placement of bus stops in order for MARTA patrons to have better access to the new development. The site plan indicates that the main entrance to the development is located between the two existing bus stops. The closest stop to the main entrance is estimated to be a distance of 400 feet to the north. While this is not an unreasonable walking distance; there is little reason why the bus stops in the area cannot be repositioned for greater pedestrian access to the new development.

Our suggestions in this matter are illustrated in the attached Figure 1. The first stop that should be relocated is near the northern portion of the existing apartment complex entrance. According to the site plan there would be no curb cut or designated pedestrian access at this location. We recommend that this stop be relocated near the main entrance. The second stop that is recommended for relocation is across Roswell Road just south of Hedden Street. We recommend that this stop be relocated approximately 180 feet from its current position to the north closer to Hedden Street. This relocation will align the bus stops. In addition to the bus stop alignment at Hedden Street, we recommend improved pedestrian crossing facilities be included in the intersection improvements.

Lastly, the developer should contact our bus stop planner, Mr. Charles Rosa to coordinate necessary bus stop relocations no later than 30 days prior to construction. He can be contacted at 1-404-848-5697 or CRosa@itsmarta.com.

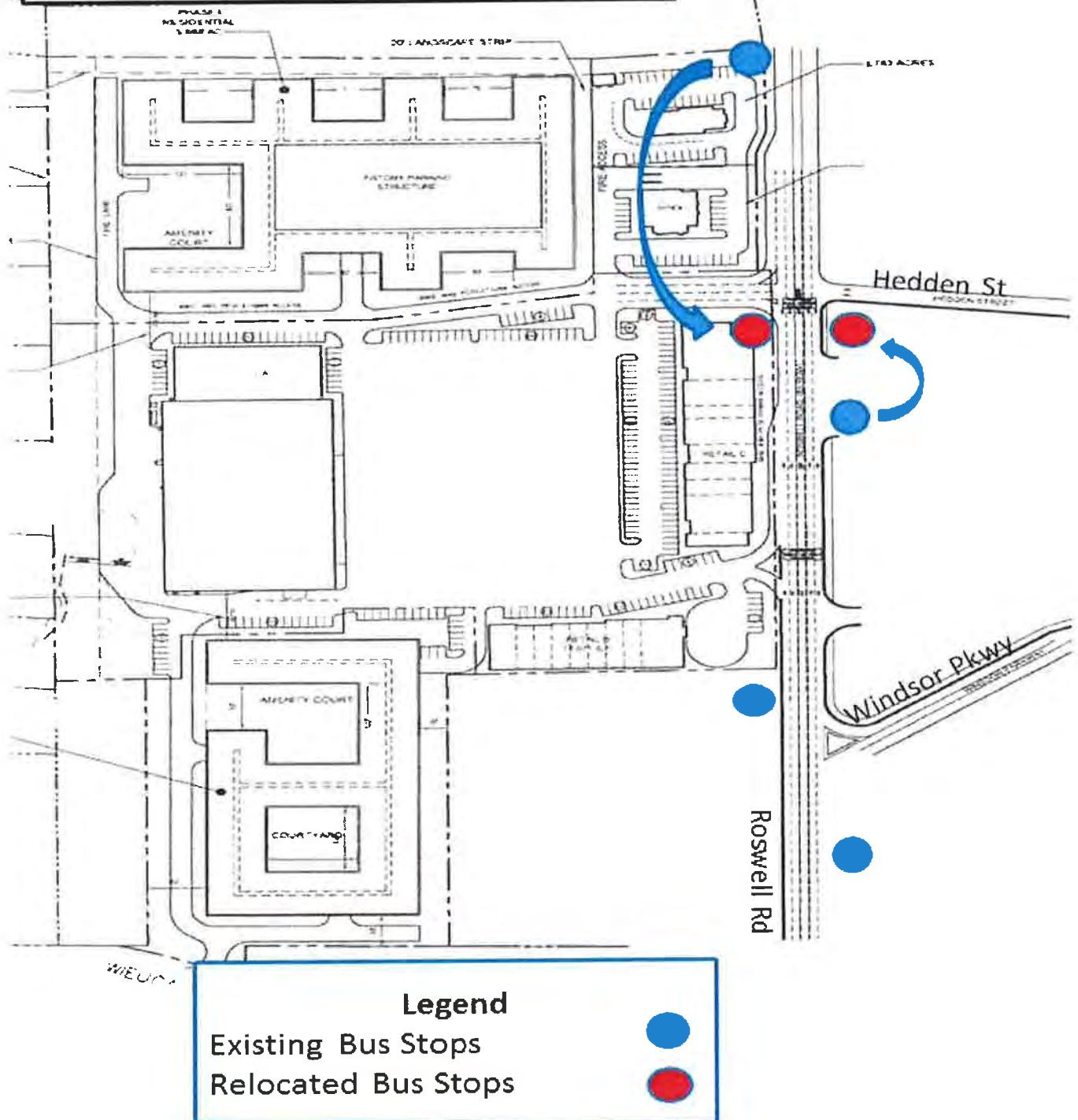
Sincerely,

Gregory T. Floyd, AICP
Senior Land Use Planner
404-848-5508
gffloyd@itsmarta.com

Figure 1

Recommended Improvements

DRI # 2290 Chastain Mixed Use



Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2290**

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government:	Sandy Springs
Individual completing form:	Linda Abaray
Telephone:	770-206-1577
E-mail:	Labaray@sandyspringsga.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:	Chastain Mixed Use
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	4585 & 4616 Roswell Road
Brief Description of Project:	The proposed approximate 21.3-acre, mixed-use development is located to the northwest of the Roswell Road at W Wieuca Rd intersection. The site has roadway frontage along Roswell Road and W Wieuca Rd. The existing tracts and parcels of land are occupied by apartment buildings to be demolished. The site will consist of residential space with retail and office components. The main commercial component is proposed to be a grocery, restaurant, and specialty retail with the office component expected to be a bank. The residential component is planned as high-density apartments with structured parking.

Development Type:

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

If other development type, describe:

DRI Initial Information Form

Project Size (# of units, floor area, etc.):	119,949 SF Retail/Office/Restaurant/Bank & 700 Residential Units	
Developer:	JLB Partners, LP	
Mailing Address:	3715 Northside Parkway	
Address 2:	Suite 4-200	
	City:Atlanta State: GA Zip:30327	
Telephone:	678-855-7900	
Email:	hhooks@jlbpartners.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:	Roswell Windsor, LTD	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If no, in what additional jurisdictions is the project located?	City of Atlanta	
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 checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input 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: 2013 Overall project: 2015	
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Developments of Regional Impact

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

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: City of Sandy Springs
Individual completing form: Linda Abaray
Telephone: 770-266-1577
Email: L.Abaray@sandy-springs.ga.gov

Project Information

Name of Proposed Project: Chastain Mixed Use
DRI ID Number:
Developer/Applicant: JLB Realty LLC / Hudson Hooks
Telephone: 678-855-7501
Email(s): JHHooks@JLBPartners.com

Additional Information Requested

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

☐ (not selected) ☐ Yes ☒ No

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

☐ (not selected) ☐ Yes ☐ No

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

Economic Development

Estimated Value at Build-Out: \$150,000,000.00

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

Is the regional work force sufficient to fill the demand created by the proposed project?

☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?

☐ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc):

± 400 units

Water Supply

Name of water supply provider for this site:

City of Atlanta

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.135 MGD (Net increase over current flow will be 0.0575 MGD)

Is sufficient water supply capacity available to serve the proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site:

Fulton County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.135 MGD (Net increase over current flow will be 0.0575 MGD)

Is sufficient wastewater treatment capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

Total Daily weekday Trips = 5,001
Total Saturday Daily Trips = 10,555
Daily AM Peak hour total = 441 ; Daily P.M. Peak hour total = 716

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project?

☐ (not selected) ☐ Yes ☐ No TBD

If yes, please describe below:

Sat. Daily Peak hour total = 763
Traffic study is underway

Solid Waste Disposal

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

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☐ Yes ☒ No

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

Will any hazardous waste be generated by the development?

☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

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

± 81%

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

Stream buffers will be increased, Grass Pavers will be used in several areas instead of paving (Fire access roads) underground detention with 3rd Party water quality devices to remove 80% of suspended solids

Environmental Quality

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

1. Water supply watersheds?

☐ (not selected) ☐ Yes ☒ No

2. Significant groundwater recharge areas?

☐ (not selected) ☐ Yes ☒ No

3. Wetlands?

☐ (not selected) ☐ Yes ☒ No

4. Protected mountains?

☐ (not selected) ☐ Yes ☒ No

5. Protected river corridors?

☐ (not selected) ☐ Yes ☒ No

6. Floodplains?

☐ (not selected) ☐ Yes ☒ No

7. Historic resources?

☐ (not selected) ☐ Yes ☒ No

8. Other environmentally sensitive resources?

☐ (not selected) ☐ Yes ☒ No

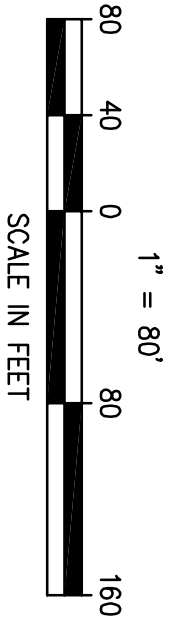
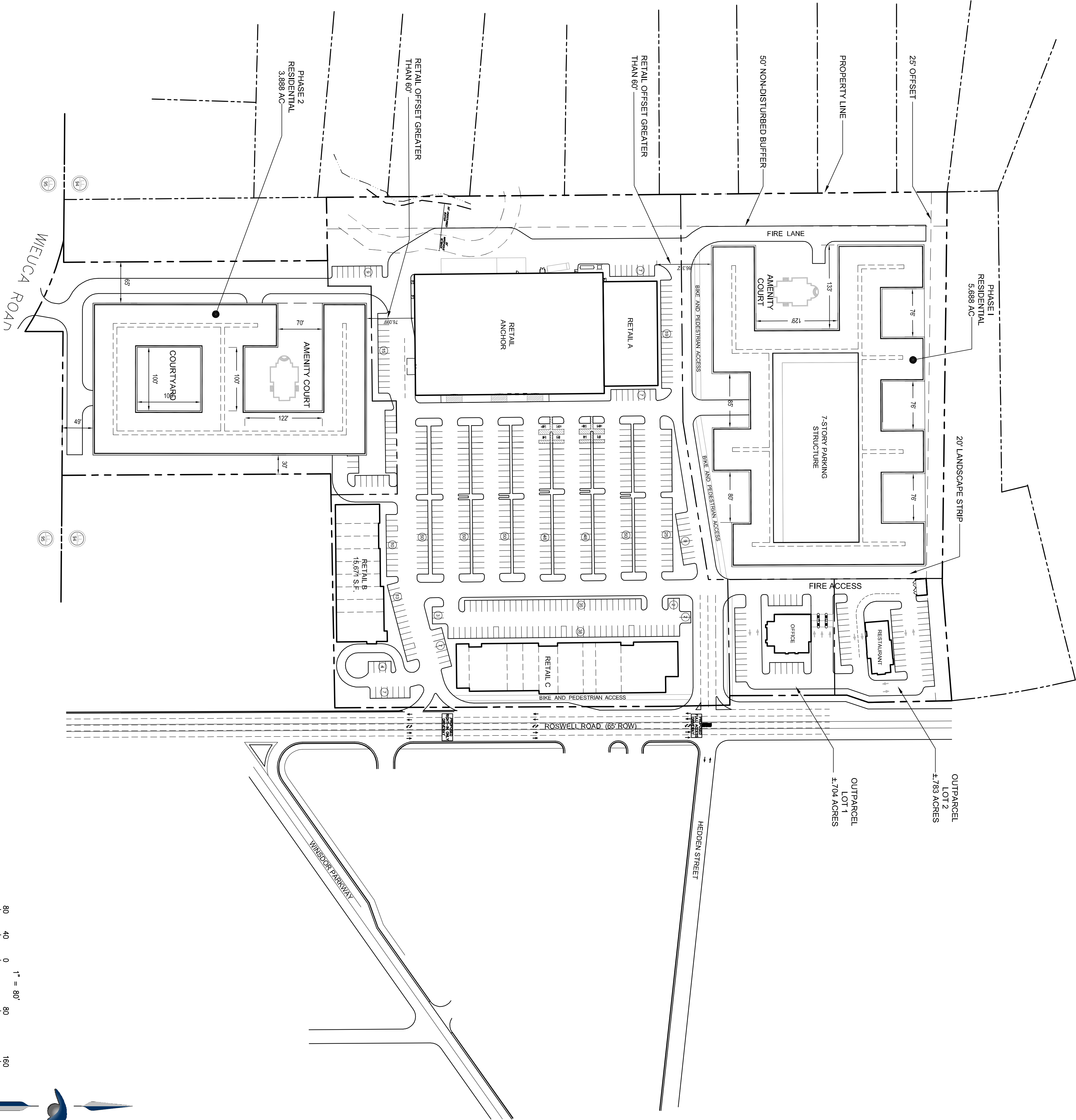
If you answered yes to any question above, describe how the identified resource(s) may be affected:

SITE STATISTICS	
TOTAL PARCEL SIZE	±21.257 AC
RETAIL PARCEL SIZE	±10.102 AC
RETAIL OUT PARCELS	±1.487 AC
RESIDENTIAL PARCEL SIZE (PHASE 1)	±5.688 AC
RESIDENTIAL PARCEL SIZE (PHASE 2)	±3.888 AC

RETAIL STATISTICS	
TOTAL RETAIL	113,014 SF
ANCHOR/RETAIL @ 5 SPACES PER 1000 SF	
PARKING REQUIRED	566 SPACES
PARKING PROVIDED	508 SPACES

OUTPARCEL STATISTICS	
LOT 1 OFFICE USE	3,935 SF
PARKING REQUIRED	20 SPACES
PARKING PROVIDED	26 SPACES
LOT 2 RESTAURANT USE	3,000 SF
PARKING REQUIRED	30 SPACES
PARKING PROVIDED	37 SPACES

RESIDENTIAL STATISTICS	
PHASE 1 BUILDING AREA:	5 FLOORS W/ BASEMENT (TYPE 3) 9,000 LEASE/CLUBHOUSE
RESIDENTIAL UNITS	400 UNITS (AVERAGE SF/UNIT = 930 SF)
PARKING:	7 LEVELS OF PARKING Phase I (assumes 400 units at 62% 1BR and 38% 2BR): 576 stalls required for units plus 27 stalls for the leasing offices (9,000SF @ 3 stalls/1000SF) = 603 stalls
PHASE 2 BUILDING AREA:	4 STORY OVER 2 LEVELS OF STRUCTURED PARKING:
RESIDENTIAL UNITS	Phase II (assumes 300 units at 62% 1BR and 38% 2BR): 433 stalls required for units plus 27 stalls for leasing offices (9,000SF @ 3stalls/1000SF) = 460 stalls
TOTAL RESIDENTIAL UNITS	700 UNITS



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JLB PARTNERS

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Print Record

Revisions

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Sheet Title PRELIMINARY
SITE PLAN

Sheet No.

PSP.007