



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: April 24, 2015

ARC REVIEW CODE: R1504091

TO: Interim CEO Lee May
ATTN TO: Shawanna Qawiy Qawiy,
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review

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: Avondale Hills

Submitting Local Government: DeKalb County

Review Type: Development of Regional Impact **Date Opened:** April 9, 2015 **Date Closed:** April 24, 2015

Description: The proposed development is unincorporated DeKalb County on approximately 30 acres within the Kensington MARTA Livable Centers Initiative (LCI) study area. The existing Kensington Manor Apartments are empty and planned for demolition. The development site plan is maintaining two (2) existing driveways on Mountain Road/SR 10 and proposes one more access from an office building. The DRI trigger for this development will be the demolition plan, land disturbance plan and a rezoning application. The proposed development will consist of: 48 single family detached units, 66 townhomes, 408 apartment units, 39,990 square feet of retail space, and 15,000 square feet of office space.

Comments: According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is located in an area designated as Maturing Neighborhood and is adjacent to a Station Community. The UGPM and RDG state that 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.

The proposed development is adjacent to the Kensington MARTA Station which is an identified station community. While many transit stations are located in existing centers with transit supportive development and density, many transit stations are underutilized from a land use perspective. This makes it more difficult to fund and operate transit in these places, and transit supportive development will be critical to increase ridership in these locations. Based on the area and place type that station communities are found in, different station communities will have different levels of development and density

The proposed development is located in an area that needs transit supportive density and infrastructure. While the development promotes transit supportive density and infrastructure, non-motorized connections to the site and to the adjacent MARTA station should be developed to provide safe direct access for pedestrians.

See additional staff comments included in this review report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH AND ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC TRANSPORTATION ACCESS AND MOBILITY
ARC AGING AND HEALTH SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF AVONDALE ESTATES

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
DEKALB COUNTY
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

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>.



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Daniel Studdard, Transportation Access and Mobility Division

DATE: April 21, 2015

SUBJECT: **Transportation Division Review of DRI # 2453**
 Project: Avondale Hills
 County: DeKalb
 Location: On the north side of Mountain Drive/SR 10, across the street from the Kensington MARTA station parking lot

Analysis:

| | |
|---------------|-------------------------------------|
| Expedited | <input checked="" type="checkbox"/> |
| Non-Expedited | <input type="checkbox"/> |

cc: David Haynes
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by Marc R. Acampora, PE, LLC Traffic Engineering, on behalf of Eikon Partners, LLC, the developer of Avondale Hills. 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 Expedited Review Process, based on compliance with the Expedited Review Criteria in Section 3-102, Part F – Livable Centers Initiative (LCI). This development is located within and is consistent with the *Kensington MARTA Livable Centers Initiative (LCI)* study.

The site is located along the north side of Mountain Drive/SR 10, between Pinetree Circle and Farrar Court, across the street from the Kensington MARTA station. The applicant is proposing a mixed-use development with 48 single-family detached residential units, 66 townhomes, 408 apartment units, 39,990 square feet of retail space, and 15,000 square feet of office space. The project will be built in one phase, with build-out expected in 2020.

INFRASTRUCTURE
Transportation

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

Access to the site will be provided at two main locations and a minor service access along Mountain Drive/SR 10. The eastern access will be in the approximate same location as the existing eastern access to the Kensington Manor apartments, aligning with the entrance to the Kensington MARTA station parking lot entrance. The western access will be located slightly west of the existing western access to Kensington Manor. A service access will be located approximately 150 feet west of the western main site access. All access locations are proposed to operate with full turning movements permitted.

A total of 851 parking spaces will be provided as part of this development. A breakdown of these spaces is provided in Table 2 of the transportation analysis.

Table 2 – Avondale Hills On-Site Parking

| Land Use | Spaces Required | Spaces Provided |
|-----------------------------------|---------------------------------|------------------------|
| Single Family | 2 per unit = 96 | 96 |
| Townhouses | 2 per unit = 132 | 132 |
| Apartments (MF1, MF2a, MF2b) | 1 per unit = 90 | 90 |
| Mixed-Use/Apartments (MU2) | 1 per 300 ft ² = 350 | 350 |
| Retail/Office | 183 | 183 (42 on-street) |
| Total | 851 | 851 |
| Total Off-Street Parking Provided | | 802 (531 in deck) |
| Total On-Street Parking Provided | | 228 |

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

The traffic consultant calculated traffic volumes for the proposed land uses and densities using equations contained in the *Institute of Transportation Engineers’ (ITE) Trip Generation Manual, Ninth Edition, 2012*. The development is projected to generate 5,492 gross daily trips and 3,689 net daily trips after applying mixed-use, alternate mode, and pass-by trip reductions. A background traffic growth rate of 1.0% per year along nearby roadways was assumed for five years for the 2020 build-out.

Summarize the transportation improvements as recommended by the traffic study consultant

The consultant recommended no roadway improvements for the existing condition, no-build condition, or build condition.

GDOT auxiliary lane standards require an eastbound exclusive left turn lane on Mountain Drive/SR 10 to serve the west Avondale Hills access. In addition, westbound exclusive right turn lanes are required at both Avondale Hills accesses according to the GDOT standards. The traffic consultant does not recommend construction of these lanes.

Due to the relatively low traffic volumes on Mountain Drive/SR 10, this road may be a candidate for a road diet. This would consist of reducing the two through lanes in each direction to one through lane in each direction. A center left turn lane would be provided, either as a continuous two-way left turn lane, or as directional left turn lanes as appropriate at intersections. The remaining road width could be used for bicycle lanes. This could be accomplished within the existing curbs and would incorporate the left turn lane identified for the Avondale Hills DRI west driveway. The consultant recommends implementation of the road diet, as it would provide the left turn lane identified for the Avondale Hills DRI west driveway. It would also provide a left turn lane for the Avondale Hills DRI east entrance (one is not required by GDOT standards) as well as at the Kensington MARTA entrance.

The traffic consultant recommends this proposed road diet as a better design solution than the addition of a left-turn lane at the west Avondale Hills access on Mountain Drive/SR 10. The traffic consultant states that DeKalb County has indicated that Mountain Drive/SR 10 has been under consideration for such a road diet.

In order to facilitate pedestrian access to the Kensington MARTA station, the consultant recommended that pedestrian crossings be installed across Mountain Drive/SR 10 at the Avondale Hills access locations. Due to the four lane cross-section of Mountain Drive/SR 10, the consultant recommended that the crosswalk should be highly-visible (perhaps textured / colored), and consideration should be given to the installation of a pedestrian crossing signal at one or both crosswalks.

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

The traffic consultant identified the following transportation infrastructure project in the study area network:

| Project ID | Description | Sponsor | Completion Date |
|------------|--|---------|-----------------|
| DK-344A | Upgrades to approximately 40 signals, including the Covington Road corridor in the vicinity of Avondale Hills. The study intersection of Covington Road / Mountain Drive and the nearby intersection of Covington Road / Kensington Road are included. | GDOT | 2016 |

On I-285, project ASP-AR-ML-240 anticipates the implementation of managed lanes on I-285 east from I-20 to I-85 north. This project is not expected to have a direct impact on the operations at the intersections in the study network unless modifications are made to the on- and off-ramps of I-285 at Memorial Drive/SR 10. A funding source and implementation date have not been identified for this project.

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 area surrounding the Avondale Hills site is well served by transit. On the south side of Mountain Drive/SR 10 is the Kensington MARTA heavy rail station. In addition to heavy rail, several MARTA bus routes travel to the Kensington rail station or through the immediate area. These routes include:

- Route 9 – Toney Valley / Peachcrest Road
- Route 21 – Memorial Drive
- Route 107 – Glenwood Road
- Route 117 – Rockbridge Road / Panola Road
- Route 119 – Kensington / Hairston Road
- Route 121 – Stone Mountain / Memorial Drive
- Route 221 – Stone Mountain / Central Drive – Limited

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

The applicant shall meet all GDOT requirements for access to a state roadway, including turn lanes and driveway spacing requirements. Variances from those requirements must be approved by GDOT.

Safety is a significant concern for pedestrians crossing a 4-lane roadway at an unsignalized location. Additionally, as the traffic study indicates, Mountain Drive/SR 10 has relatively low traffic volumes for a 4-lane roadway. Due to these low traffic volumes, vehicular speeding may be a problem, which can reduce pedestrian safety. It is recommended that pedestrian crossing facilities on Mountain Drive/SR 10 should consist of more than just crosswalks. Each of the following options may facilitate pedestrian crossings at the proposed crosswalk locations:

- Installation of a traffic signal (if warranted)
- Installation of a pedestrian hybrid beacon (if warranted)
- Installation of a rectangular rapid flashing beacon

A traffic signal or pedestrian hybrid beacon are unlikely to meet signal warrants at either proposed crossing location due to the low traffic volumes on Mountain Drive/SR 10. However, a rectangular rapid flashing beacon could be installed at both proposed crosswalk locations, along with a high visibility crosswalk as identified by the traffic consultant. The improved crossing locations may facilitate pedestrian crossings and will help activate the retail components of the development. The improved crossing locations will also improve access to transit at the Kensington MARTA station, supporting travel by alternative modes for trips to and from the Avondale Hills development.

**AVONDALE HILLS DRI
DeKalb County
Natural Resources Division Comments
April 3, 2015**

Watershed Protection and Stream Buffers

The proposed project is located on an already developed site 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 perennial streams running along the western and northern portions of the project site. The streams are shown on the project plans with the 75-foot DeKalb County stream buffers and the 25-foot State erosion and sediment control buffer. Any unmapped streams on the property may also be subject to the DeKalb stream buffer requirements and any waters of the state on the property will subject to the 25-foot State erosion and sediment control 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 coverage shown on the submitted plans, commercial was selected as the use for the entire property. The land area is an estimate based on staff measurements of the site plan – no total property area was submitted. The project is being built on an already developed property with existing impervious surfaces, which will affect the actual increases in loading amounts. Where actual impervious percentages are higher or lower than the estimate, or where the land use varies, the pollutant loads will differ accordingly. 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 | 30.26 | 51.74 | 526.52 | 3268.08 | 29745.58 | 37.22 | 6.66 |
| TOTAL | 30.26 | 51.74 | 526.52 | 3268.08 | 29745.58 | 37.22 | 6.66 |

Total % impervious 85%

If new or upgraded on-site detention is required, the project should adhere to the applicable Metropolitan North Georgia Water Planning District 2009 Watershed Management Plan’s Stormwater and Watershed Protection Ordinances, as adopted by the Coweta County. In addition, 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.



REGIONAL REVIEW NOTIFICATION

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



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Avondale Hills** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Per the Georgia Department of Transportation Office of Planning's review, the Avondale Hills DRI (#2483) does not appear to affect any GDOT projects currently programmed in the immediate area.

Individual Completing Form: Julia Billings

Local Government:

Department: GDOT Office of Planning

Telephone: (404) 631-1774

Signature:

Date: 4-21-15

Please return this form to:
Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3307 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: *Apr 23 2015*

Jonathan Tuley

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Monday, April 13, 2015 8:45 AM
To: Jonathan Tuley; Jared Lombard
Cc: Brian, Steve
Subject: Fwd: DRI Review Notification - Avondale Hills (#2483)
Attachments: Preliminary Report.pdf.pdf

Jon and Jared,

The proposed development, of 48 single family detached units, 66 townhomes, 408 apartment units, 39,990 square feet of retail space, and 15,000 square feet of office space, is located approximately 7 miles south east of the DeKalb – Peachtree Airport (PDK), and is located outside of any of their FAA surfaces, and compatible land use areas, and does not appear to impact the airport.

However, if the proposed project's vertical construction, or equipment 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><<https://oeaaa.faa.gov/>>. The FAA must be in receipt of the notification, no later than 60 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mr. Mike Van Wie with DeKalb – Peachtree Airport on this email.

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

Alan Hood | Airport Safety Data Program Manager Georgia Department of Transportation - Aviation Programs
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308
T: 404-631-1343 | F: 404-631-1935 | M: 404-660-3394 | E: achood@dot.ga.gov<<mailto:achood@dot.ga.gov>>

View our website at <http://www.dot.ga.gov/aviation>

From: Jared Lombard [<mailto:JLombard@atlantaregional.com>]
Sent: Thursday, April 09, 2015 3:32 PM
To: Jonathan Tuley; jud.turner@gaepd.org; Fowler, Matthew; VanDyke, Cindy; Ware, Alan; Comer, Carol; Hood, Alan C.; Allen, Patrick; Olson, David W; Giles, Shane; Crowe, Richard; Ibeall@grta.org; DRI; 'Jon West'; Keri Stevens (kstevens@avondalestates.org); acamporatraffic@comcast.net; alejandro.arenas@eikonpartners.com; sqawiy@dekalbcountyga.gov; sasmith@dekalbcountyga.gov; danielle.coles@dot.gov; Adam Williamson (awilliamson@tsw-design.com)
Cc: Community Development; Jim Santo; Daniel Studdard; Jim Skinner; Sammie Carson; Carolyn Rader
Subject: DRI Review Notification - Avondale Hills (#2483)

Development of Regional Impact Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) staff has begun the Development of Regional Impact (DRI) review for Avondale Hills (#2483) This project is a proposed development is unincorporated DeKalb County on approximately 30 acres within the Kensington MARTA Livable Centers Initiative (LCI) study area. The existing Kensington Manor Apartments currently located on the site are empty and planned for demolition. The development site plan is maintaining two (2) existing driveways on Mountain Road/SR 10 and proposes one more access from an

office building. The DRI trigger for this development will be the demolition plan, land disturbance plan and a rezoning application. The proposed development will consist of: 48 single family detached units, 66 townhomes, 408 apartment units, 39,990 square feet of retail space, and 15,000 square feet of office space.

We request that you or a member of your staff review the preliminary report, which is attached, and provide comments to ARC by April 23, 2015.

Review opened on: April 9, 2015

Comments Due: April 23, 2015

Review will close on: April 24, 2015

For more information regarding the DRI processes, information needed for the review or other DRI's reviewed by ARC, please see the DRI website<<http://www.atlantaregional.com/land-use/developments-of-regional-impact>>.

Please let myself or Jon Tuley know if you have any questions about the review.

Jared

Jared Lombard, AICP
Principal Planner
Atlanta Regional Commission
regional impact + local relevance
40 Courtland Street, NE
Atlanta, Georgia 30303-2538
P | 404.463.3302
F | 404.463.3254
jlombard@atlantaregional.com<<mailto:jlombard@atlantaregional.com>>
[atlantaregional.com](http://www.atlantaregional.com/)<<http://www.atlantaregional.com/>>

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Twitter<<http://www.twitter.com/arclandmatters>> » _____ CONFIDENTIALITY NOTICE: This e-mail

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Georgia DOT has launched a new, more relevant, professional and user-friendly website. Take a look at www.dot.ga.gov. A brief video explaining the new site can be viewed at <https://youtu.be/e3Mu5jW9VKM>. Also, see our Fact Sheet at www.dot.ga.gov/AboutGeorgia/Pages/TravelSmart.aspx. If you have questions and feedback, drop us a line at TravelSmart@dot.ga.gov

MARTA Comments on 2483 Avondale Hills

The proposed DRI 2483 is adjacent to the Kensington MARTA station to the north across Mountain Drive. The MARTA Transit Oriented Development (TOD) guidelines classify Kensington as a Commuter Town Center Station. The proximity of the proposed DRI places it in what is considered the Core Area of a TOD district. The Core Area is defined as being not more than a quarter of a mile away from a transit station; while a district can expand up to half a mile away from the transit station.

There are distinctive design characteristics that should be in the forefront of the Core Area. Mixed use development, preferably vertical mixed use, should be closest to the station. Density should be concentrated toward the station and gradually scaled down as the distance from the station increases. The amount of density varies with the station typology or classification. Lastly, a strong and safe pedestrian network is essential for successful implementation of TOD.

MARTA finds that the DRI is in general conformity with the Kensington LCI. We would encourage the applicant to work with the local and state authorities to explore enhancing the pedestrian connection across Mountain Drive to the station. This crossing was a primary facility for residents in the former apartments.

Developments of Regional Impact

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

DRI #2483

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: | Shawanna Qawiy |
| Telephone: | 404.371.2155 |
| Email: | sqawiy@dekalbcountyga.gov |

Project Information

| | |
|---------------------------|------------------------------------|
| Name of Proposed Project: | Avondale Hills |
| DRI ID Number: | 2483 |
| Developer/Applicant: | Eikon Partners |
| Telephone: | 404. 957. 3207 |
| Email(s): | alejandro.arenas@eikonpartners.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 checked="" type="radio"/> Yes <input type="radio"/> No |
|---|--|

| | |
|---|--|
| If yes, has that additional information been provided to your RDC and, if applicable, GRTA? | <input type="radio"/> (not selected) <input checked="" 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: | \$96,500,000.00 |
|-------------------------------|-----------------|

| | |
|---|--|
| Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: | Property Tax \$1850 annually Sales Tax \$1150 annually |
|---|--|

| | |
|---|--|
| 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): This development will replace a former apartment complex built in the 1970's with approximately 340 unites and 374.000 SF.

Water Supply

| | |
|--|--|
| Name of water supply provider for this site: | DeKalb County Department of Watershed Management |
|--|--|

| | |
|--|---------|
| What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? | 0.1 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? | |
| <hr/> | |
| Wastewater Disposal | |
| Name of wastewater treatment provider for this site: | DeKalb County Department of Watershed Management |
| What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? | 0.1 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? | |
| <hr/> | |
| 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.) | 248 AM Peak Hours 320 PM Peak Hour |
| Has a traffic study been performed to determine whether or not transportation | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |

or access improvements will be needed to serve this project?

Are transportation improvements needed to serve this project?

(not selected) Yes No

If yes, please describe below:

Solid Waste Disposal

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

925 tons annually

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?

43.85 % impervious surface on site overall

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

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:

[Back to Top](#)

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Developments of Regional Impact

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DRI #2483

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: | Shawanna Qawiy |
| Telephone: | 404.371.2155 |
| E-mail: | sqawiy@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: | Avondale Hills |
| Location (Street Address, GPS Coordinates, or Legal Land Lot Description): | 3360 Mountain Dr , Decature GA 30032 |
| Brief Description of Project: | |

Mix use development with retail, apartments, fee simple single family homes and townhomes ,in the Kensington LCI area across from the Kensington MARTA station next to the Kensington TOD LCI.

Development Type:

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

If other development type, describe:

| | |
|---|--|
| Project Size (# of units, floor area, etc.): | Multi family (408 units), Fee simple homes (114), and 54,990 sf of Commercial |
| Developer: | Eikon Partners |
| Mailing Address: | 133 Johnsons Ferry Road |
| Address 2: | Suite 115 |
| | City:Marietta State: GA Zip:30068 |
| Telephone: | 404. 957. 3207 |
| Email: | alejandro.arenas@keonpartners.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: | EMAA Ilc |
| Is the proposed project entirely | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |

| | |
|--|---|
| located within your local government's jurisdiction? | |
| 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 checked="" type="checkbox"/> Rezoning <input checked="" 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: November 2017 Overall project: November 2017 |
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| Back to Top | |

