



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: December 12, 2016

ARC REVIEW CODE: R1611211

TO: Mayor Donna Pittman, City of Doraville
ATTN TO: Enrique Bascunana, Community Development Director
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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Original on file

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as 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: Nexus Town Center (DRI #2635)

Submitting Local Government: City of Doraville

Review Type: Development of Regional Impact **Date Opened:** Nov. 21, 2016 **Date Closed:** Dec. 12, 2016

Description: This DRI is located in the City of Doraville, bounded by North DeKalb Drive on the south, Buford Highway on the west, and Longmire Way Extension on the north – just north of the I-285/Buford Highway interchange. The project is a mixed-use redevelopment of a vacant, formerly commercial property. It is proposed to consist of 350 apartments, 175 senior living units, a 125-room hotel, 60,000 SF of retail space, 50,000 SF of office space, and a 12,000 SF school (daycare/pre-K). The site is proposed to utilize existing access on Buford Highway and North DeKalb Drive. Longmire Way Extension is a private road on the property with cross-access easements from adjacent property owners. The projected build-out for this DRI is 2019. The DRI trigger for this project is a permit application filed with the City of Doraville.

Comments: According to the ARC Unified Growth Policy Map (UGPM), a component of the Atlanta Region's Plan, the proposed development is located within a Regional Employment Corridor. The ARC Regional Development Guide (RDG), a related Atlanta Region's Plan component, details recommended policies for areas and places on the UGPM.

Recommended policies for Regional Employment Corridors include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit; increase frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.

This DRI appears to manifest many of the above policies for this area of the region – in particular, converting a vacant, underutilized, single-use site to a mixed-use development with a significant housing component, connected to the existing road network, adjacent to MARTA bus transit, and near MARTA rail transit (one-half mile to the Doraville station). These characteristics offer the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot. This framework can eliminate dependency on cars for internal circulation and encourage workers and visitors to use alternative transportation modes to access the development.

– CONTINUED ON NEXT PAGE –

Along these lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas, as well as all connections from the project to neighboring uses. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in Regional Employment Corridors.

This DRI is just across I-285 from the northern boundary of the combined Doraville/GM Plant Livable Centers Initiative (LCI) area, the study for which was adopted in 2011. Given this proximity, the development team, along with City leadership and staff, should work together to ensure that the DRI generally aligns with the LCI study's recommendations – or at minimum, that the project's impacts do not negatively affect the potential for the LCI area to develop as planned.

Similarly, this DRI is within the study area for the Buford Highway Corridor Study, a joint LCI supplemental study between the Cities of Doraville and Chamblee, which is underway and set to be completed in 2017. The focus of this study is on connectivity, affordable housing and pedestrian safety in the context of revitalizing Buford Highway. The development team, along with City leaders and staff, should continue working to engage in the study process, and to ensure that this project aligns with the vision outlined thus far.

Additional comments are included in this report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
CITY OF CHAMBLEE

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY

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

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.

Andrew Smith

From: Weiss, Megan J <MWeiss@dot.ga.gov>
Sent: Tuesday, November 22, 2016 9:50 AM
To: Andrew Smith
Cc: Mertz, Kaycee; Fowler, Matthew
Subject: RE: ARC DRI Review Notification: Nexus Town Center (DRI #2635)

Andrew.

GDOT Planning has reviewed the Nexus Town Center DRI Preliminary report and show no additional GDOT projects, other than those already mentioned in the report. For further information that may be needed concerning this review, please contact Megan Weiss at 404-631-1779 or mweiss@dot.ga.gov.

Thanks.

Megan Weiss, AICP
Transportation Planner II
Georgia Department of Transportation
Office of Planning-5th Floor
P:404-631-1779 E:mweiss@dot.ga.gov

From: "Andrew Smith" <ASmith@atlantaregional.com>
To: "'jud.turner@gaepd.org'" <jud.turner@gaepd.org>, "VanDyke, Cindy" <cyvandyke@dot.ga.gov>, "Fowler, Matthew" <mfowler@dot.ga.gov>, "Comer, Carol" <ccomer@dot.ga.gov>, "Hood, Alan C." <achood@dot.ga.gov>, "Zahul, Kathy" <kzahul@dot.ga.gov>, "Weiss, Megan J" <MWeiss@dot.ga.gov>, "Regis, Edlin" <eregis@dot.ga.gov>, "Woods, Chris N." <cwoods@dot.ga.gov>, "Boone, Eric" <eboone@dot.ga.gov>, "Humphrey, James" <jhumphrey@dot.ga.gov>, "'lbeall@grta.org'" <lbeall@grta.org>, "'BDennard@grta.org'" <BDennard@grta.org>, "Parker Martin" <PMartin@GRTA.org>, "'DRI@grta.org'" <DRI@grta.org>, "Jon West" <jon.west@dca.ga.gov>, "gfloyd@itsmarta.com" <gfloyd@itsmarta.com>, "Baker, Andrew" <aabaker@dekalbcountyga.gov>, "aabaker@dekalbcountyga.gov" <aabaker@dekalbcountyga.gov>, "Hudson, Cedric" <chudson@dekalbcountyga.gov>, "lwashington@dekalbcountyga.gov" <lwashington@dekalbcountyga.gov>, "'Jeffrey.West@gwinnettcounty.com'" <Jeffrey.West@gwinnettcounty.com>, "'Gerald.Oberholtzer@gwinnettcounty.com'" <Gerald.Oberholtzer@gwinnettcounty.com>, "'Chuck.Bailey@gwinnettcounty.com'" <Chuck.Bailey@gwinnettcounty.com>, "'Vince.Edwards@gwinnettcounty.com'" <Vince.Edwards@gwinnettcounty.com>, "Gary Cornell" <gcornell@chambleega.gov>, "Jim Summerbell" <jsummerbell@chambleega.gov>, "Enrique.Bascunana@Doravillega.us" <Enrique.Bascunana@Doravillega.us>, "Luke.Howe@Doravillega.us" <Luke.Howe@Doravillega.us>, "Brianna.Rindge@Doravillega.us" <Brianna.Rindge@Doravillega.us>, "Rob.Ross@kimley-horn.com" <Rob.Ross@kimley-horn.com>, "elizabeth.johnson@kimley-horn.com" <elizabeth.johnson@kimley-horn.com>, "bob.vance@kimley-horn.com" <bob.vance@kimley-horn.com>, "syndney.jenkins@kimley-horn.com" <syndney.jenkins@kimley-horn.com>,

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Cc: "Community Development" <CommunityDevelopment@atlantaregional.com>, "Mike Alexander" <MAlexander@atlantaregional.com>, "David Haynes" <DHaynes@atlantaregional.com>, "Marquitrice Mangham" <MMangham@atlantaregional.com>, "Jim Santo" <JSanto@atlantaregional.com>, "Jim Skinner" <JSkinner@atlantaregional.com>
Subject: ARC DRI Review Notification: Nexus Town Center (DRI #2635)

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for Nexus Town Center (DRI #2635).

This DRI is located in the City of Doraville, bounded by North DeKalb Drive on the south, Buford Highway on the west, and Longmire Way Extension on the north – just north of the I-285/Buford Highway interchange. The project is a mixed-use redevelopment of a vacant, formerly commercial property. It is proposed to consist of 350 apartments, 175 senior living units, a 125-room hotel, 60,000 SF of retail space, 50,000 SF of office space, and a 12,000 SF school (daycare/pre-K). The site is proposed to utilize existing access on Buford Highway and North DeKalb Drive. Longmire Way Extension is a private road on the property with cross-access easements from adjacent property owners. The projected build-out for this DRI is 2019. The DRI trigger for this project is a permit application filed with the City of Doraville.

As a representative of a nearby local government or potentially affected party, we request that you or your staff review the attached Preliminary Report and provide any comments on or before December 6, 2016.

You may also view the preliminary report and other project information by visiting the ARC Plan Reviews webpage<<http://atlantaregional.com/land-use/planreviews>> and searching for “Nexus Town Center” in the field at the bottom of the page. The report and other information will be permanently available online as of tomorrow, November 22.

Date opened: November 21, 2016
Deadline for comments: December 6, 2016
Close by: December 12, 2016

For more information regarding the DRI process or other DRIs reviewed by ARC, please visit the ARC DRI webpage<<http://www.atlantaregional.com/land-use/developments-of-regional-impact>>.

Regards,
Andrew Smith
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Atlanta Regional Commission
regional impact + local relevance
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Pedestrian deaths are surging in Georgia - 206 people were killed while walking in 2015. With pedestrian deaths up 37% in two years, Georgia DOT's SEE & BE SEEN campaign, in partnership with PEDS, aims to make it safer to walk in Georgia. Safety is a shared responsibility. Walkers and drivers: Pay attention. Walkers: make sure you can **SEE & BE SEEN**. Drivers: Slow down (speed kills). Visit www.dot.ga.gov/DS/SafetyOperation/SBS. #ArriveAliveGA

NEXUS TOWN CENTER DRI
City of Doraville
Natural Resources Division Review Comments
November 16, 2016

Watershed Protection and Stream Buffers

The proposed project is located in the North Fork of Peachtree Creek watershed, which is part of the Peachtree Creek watershed that drains into the Chattahoochee River downstream of the water supply intakes in the Atlanta Region. The USGS coverage for the project area shows no blue line streams on or near the property, but the submitted site plan shows a stream along the eastern boundary of the property, with a small tributary in the southeast corner of the property. Both streams show both the State 25-foot and the City's 50- and 75-foot buffers. The submitted plans show intrusions into the City buffers on both streams. Both areas, which include parking and access roads, appear to be over or near existing impervious areas on the already developed site. Work in these areas may be subject to the requirements of the Doraville Stream Buffer Ordinance, depending on the ordinance language and the scope of any new land disturbance and impervious surfaces. All waters of the state on the property are also 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 are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Use green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Use pervious concrete or other pervious materials in the parking/storage areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff and can help filter pollutants before reaching streams.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number 2635
DRI Title Nexus Town Center
County DeKalb County
City (if applicable) Doraville
Address / Location I-285 & Buford Highway
Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied David Haynes
Date November 17, 2016

TRAFFIC STUDY

Prepared by Kimley & Horn
Date November 10, 2016

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES (*provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified*)

The proposed project is to redevelop a site located at the corner of Buford Highway and North Dekalb Drive in the City of Doraville. The site was the location of a Kmart which is poised for demolition. The new development proposes a mix of commercial (hotel, retail and office) and residential (senior housing and apartments). See page 9 of the traffic analysis for a proposed breakdown of the units.

The final pages of Appendix E: Fact Sheets highlights four long range transportation projects as identified in the current Atlanta Region's Regional Transportation Plan and are dated 2016. The projects are identified as:

DK 429 Park Avenue Extension from SR 13 (Buford Highway) to SR 141 (Peachtree Boulevard) for .3 miles- Long Range- Capacity Project network year 2030

AR ML 200 Revive I285 North Managed Lanes and Collector Distributor Lane Improvements from I75 N to I85 N

DK 402 Revive 285 North Collector/Distributor Lanes from US 23 (Buford Highway) to I 85 N 1.1 Miles Long Range- Interchange Capacity Project Network Year 2030

AR 410A Revive I285- North Corridor High Capacity Rail Service Right of Way Acquisition for Perimeter Center to Doraville. Long Range Transit Facilities Capacity. Project network year 2040

☐ NO (*provide comments below*)

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (*identify the roadways and existing/proposed access points*)

Access to the site will be directly served by an existing right in right out driveway on US 13 Buford Highway which is a Regional Thoroughfare. The site will also have two (2) access points on North Dekalb Drive and three (3) Longmire Way.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (*identify the roadways and existing/proposed access points*)

Access to the site will be directly served by an existing right in right out driveway on US 13 Buford Highway which is a Regional Thoroughfare.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest station more than one mile away)

☒ RAIL SERVICE WITHIN ONE MILE (provide additional information below)

Operator / Rail Line MARTA

Nearest Station Doraville station is located approximately .8 miles from the subject site.

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)
☐ 0.10 to 0.50 mile
☒ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity
☐ Sidewalk and crosswalk network is incomplete
☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Pedestrian facilities are existing along Buford Highway and along portions of North Dekalb Drive adjacent to the site. No sidewalks exist along Longmire. The transportation analysis states that the site will be equipped with sidewalks along North DeKalb Drive and And a multi use path along Buford Highway and Longmire Drive frontage.

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
☐ Low volume and/or low speed streets provide connectivity
☒ Route follows high volume and/or high speed streets
☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

No bicycles facilities currently existing along the right of way however the traffic analysis mentions programmed facilities as apart Project DK 407.

Transit Connectivity ☒ Fixed route transit agency bus service available to rail station
☐ Private shuttle or circulator available to rail station
☐ No services available to rail station
☐ Not applicable (accessing the site by transit is not consistent with the type of development proposed)

MARTA bus service currently provides service to rail service.

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☒ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☐ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA , GRTA Express

Bus Route(s) Routes 25, 39, 104, 124 (MARTA) ,

Distance* ☒ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Sidewalks currently exist along Buford Highway adjacent to the site. The transportation analysis states that the site will be equipped with a sidewalks along North DeKalb Drive and And a multi use path along Buford Highway and Longmire Drive frontage.

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☒ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

[Click here to provide comments.](#)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

See #6

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility [Click here to provide name of facility.](#)

Distance ☐ Within or adjacent to development site (0.10 mile or less)
☐ 0.15 to 0.50 mile
☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide connectivity
☐ Sidewalk and crosswalk network is incomplete
☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated lanes or cycle tracks provide connectivity
☐ Low volume and/or low speed streets provide connectivity
☐ Route uses high volume and/or high speed streets
☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

The transportation analysis states that the site will be equipped with a sidewalks along North DeKalb Drive and a multi-use path along Buford Highway and Longmire Drive frontage.

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible roadway connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent roadway network can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel roadway connections)

The subject parcel is bordered by public right of way on three sides. A commercial development is located along the northeast side of the site adjacent to the right of way (Longmire Extension) and interparcel connectivity is existing. Residential uses are located on the southeast boundary line. The existing development does show an opportunity for inter parcel connectivity to the residential subdivision.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)

[Click here to provide comments.](#)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

Pedestrian facilities currently exist along Buford Highway and North DeKalb Drive adjacent to the subject site. These facilities extend to neighboring parcels providing connectivity for pedestrian travelers. No bicycle facilities currently exist however the analysis does mention the incorporation of a multi-use trail along the project.

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☒ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☐ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

The project proposes six (6) driveways, two from a private drive, however the site plan does not depict limited access for the various modes. Commercial uses are saturated in the front of the parcel along

Buford Highway with residential uses in the rear of the site. Sidewalks are provided internal to the site however the site plan does not depict designated travel lanes for other modes internal to the site.

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

☐ UNKNOWN *(additional study is necessary)*

☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

☐ NO *(see comments below)*

[Click here to enter text.](#)

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

☐ YES *(see comments below)*

[Click here to enter text.](#)

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

The goal is always to provide safe facilities and access for all travelers. ARC encourages developers whenever possible, to consider minimizing the intermingling of pedestrian and bicycle traffic from truck and freight traffic by designating facilities to serve the separate modes.



Developments of Regional Impact

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DRI #2635

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: Doraville

Individual completing form: Enrique Bascunana

Telephone: 770-283-4775

E-mail: enrique.bascunana@doravillega.us

*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: Nexus Town Center

Location (Street Address, 5597 Buford Highway, Doraville, GA
GPS Coordinates, or Legal
Land Lot Description):

Brief Description of Project: Redevelopment of a vacant commercial property (formerly Kmart) into a mixed-use development comprised of residential, office, retail, hotel, and school land uses.

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:

Project Size (# of units, floor 350 apartments, 175 senior living units, 125 key hotel, 60,000sf retail, 50,000sf office, area, etc.): 12,000sf s

Developer: Macauley Investments

Mailing Address: 2970 Peachtree Road, Suite 150

Address 2:

City: Atlanta State: GA Zip: 30305

Telephone: 770-561-3563

Email: p.farr@macallangroup.com

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: Southern Gas Partners, LLC

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:
Project ID:

The initial action being requested of the local government for this project:

☐ Rezoning
☐ Variance
☐ Sewer
☐ Water
☐ Permit
☒ Other Zoning approved for this development. Permit submittal pending, triggering DRI..

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 2019
Overall project: 2019

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Developments of Regional Impact

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DRI #2635

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: Doraville
Individual completing form: Enrique Bascunana
Telephone: 770-283-4775
Email: enrique.bascunana@doravillega.us

Project Information

Name of Proposed Project: Nexus Town Center
DRI ID Number: 2635
Developer/Applicant: Macauley Investments
Telephone: 770-561-3563
Email(s): p.farr@macallangroup.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: 140,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Existing annual property taxes are \$65,000. Property taxes have been abated for 25 years for the development. Future projected property tax revenue in year 26 is approximately \$4 million.

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): The development will displace a vacant/abandoned commercial building (approximately 117,450 sf) formerly occupied by Kmart. The development does not displace any active uses on the property.

Water Supply

Name of water supply provider for this site: DeKalb County

What is the estimated water supply demand to be generated by the project, measured in Millions of 0.19 MGD

Gallons Per Day (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?

An extension is not required, however, a loop through the site is being planned to be dedicated to the County as a preferred option.

Wastewater Disposal

Name of wastewater treatment provider for this site: DeKalb County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.16 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: It is not fully clear whether the existing sanitary sewer trunk line downstream of the development's discharge point has adequate capacity during peak events. The County is currently cleaning, resurveying and recalibrating their model to verify capacity. In the interim, a Sewer Action Plan (SAP) has been prepared and submitted to DeKalb County for their approval. The County has asked the development to retain a full day's sewer flow onsite and discharge during off-peak hours as a mitigation measure. The SAP plan includes installing a storage vault that temporarily holds the sanitary sewer during the "peak" times and releases during "non-peak" times. The SAP plan includes installing a storage vault that temporarily holds the sanitary sewer during the "peak" times and releases during "non-peak" times.

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.) Approximately 6,375 net daily trips, 498 net AM peak trips and 601 net PM peak trips.

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Please see Traffic Study

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 3776 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: A small amount of asbestos will be demolished in the glue of the tile of the existing Kmart building.

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 90%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site will be redeveloped with a detention pond, and water quality and channel protection.

Environmental Quality

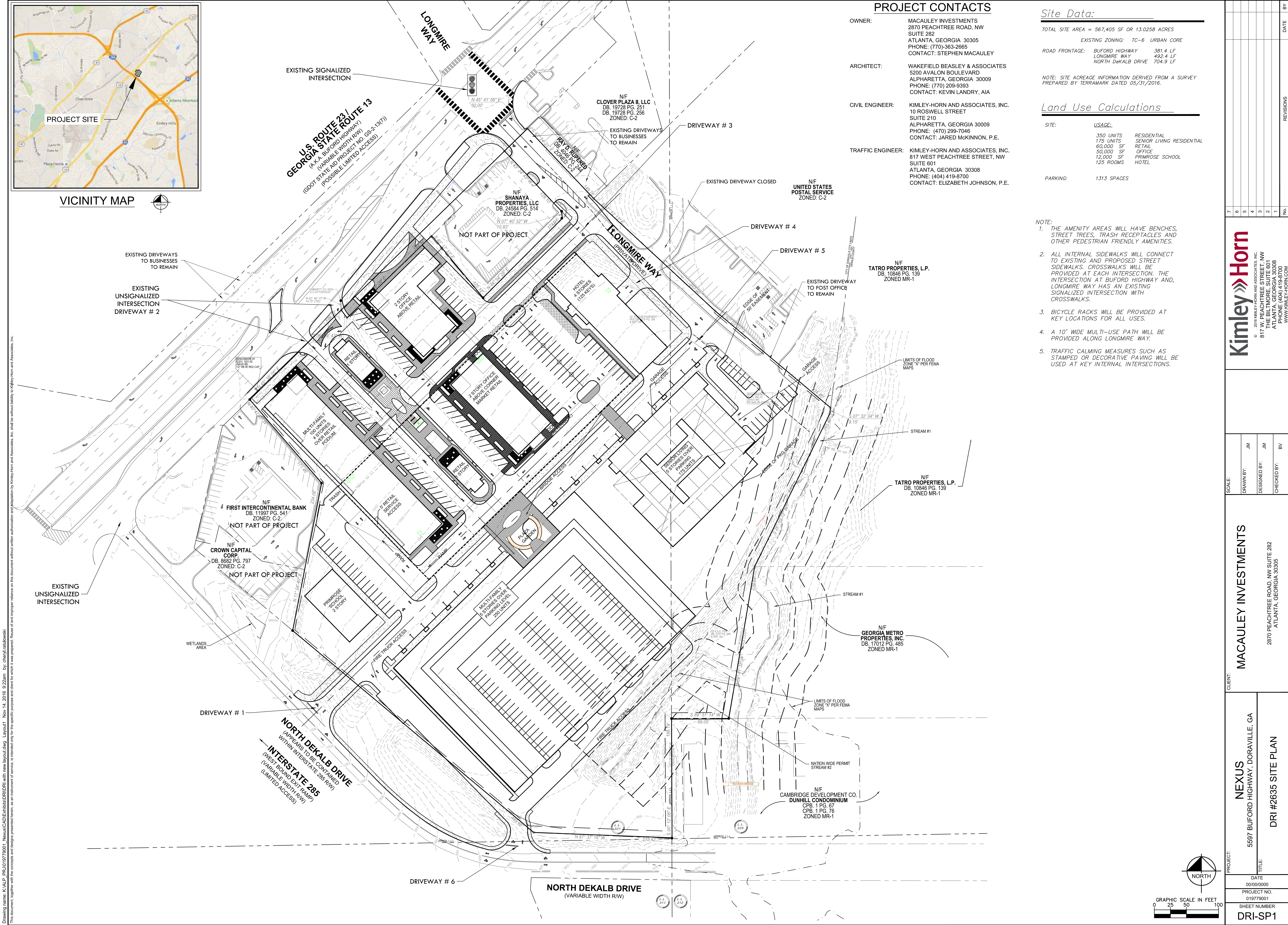
Is the development located within, or likely to affect any of the following:

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:
The development will encroach into streambank buffers and is seeking variances from the City of Doraville and Georgia Environmental Protection Division (GAEPD) to reduce setback requirements while still providing appropriate buffer mitigation and streambank restoration measures.

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PROJECT CONTACTS

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CONTACT: STEPHEN MACAULEY

ARCHITECT: WAKEFIELD BEASLEY & ASSOCIATES
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TRAFFIC ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
817 WEST PEACHTREE STREET, NW
SUITE 601
ATLANTA, GEORGIA 30308
PHONE: (404) 419-8700
CONTACT: ELIZABETH JOHNSON, P.E.

Site Data:

TOTAL SITE AREA = 567,405 SF OR 13.0258 ACRES

EXISTING ZONING: TC-6 URBAN CORE

ROAD FRONTAGE: BUFORD HIGHWAY 381.4 LF
LONGMIRE WAY 492.4 LF
NORTH DEKALB DRIVE 704.9 LF

NOTE: SITE ACREAGE INFORMATION DERIVED FROM A SURVEY PREPARED BY TERRAMARK DATED 05/31/2016.

Land Use Calculations

SITE:	USAGE:	
	350 UNITS	RESIDENTIAL
	175 UNITS	SENIOR LIVING
	60,000 SF	RETAIL
	50,000 SF	OFFICE
	12,000 SF	PRIMROSE SCHOOL
	125 ROOMS	HOTEL
PARKING:	1,313 SPACES	

- NOTE:
- THE AMENITY AREAS WILL HAVE BENCHES, STREET TREES, TRASH RECEPTACLES AND OTHER PEDESTRIAN FRIENDLY AMENITIES.
 - ALL INTERNAL SIDEWALKS WILL CONNECT TO EXISTING AND PROPOSED STREET SIDEWALKS. CROSSWALKS WILL BE PROVIDED AT EACH INTERSECTION. THE INTERSECTION AT BUFORD HIGHWAY AND, LONGMIRE WAY HAS AN EXISTING SIGNALIZED INTERSECTION WITH CROSSWALKS.
 - BICYCLE RACKS WILL BE PROVIDED AT KEY LOCATIONS FOR ALL USES.
 - A 10' WIDE MULTI-USE PATH WILL BE PROVIDED ALONG LONGMIRE WAY.
 - TRAFFIC CALMING MEASURES SUCH AS STAMPED OR DECORATIVE PAVING WILL BE USED AT KEY INTERNAL INTERSECTIONS.

PROJECT: NEXUS 5597 BUFORD HIGHWAY, DORAVILLE, GA		CLIENT: MACAULEY INVESTMENTS	DRAWN BY: JM		SCALE:
TITLE: DRI #2635 SITE PLAN		2870 PEACHTREE ROAD, NW SUITE 282 ATLANTA, GEORGIA 30305	DESIGNED BY: JM		
DATE: 00/00/0000			CHECKED BY: BV		
PROJECT NO: 019779001					
SHEET NUMBER: DRI-SP1					

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