



ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303

June 7, 2004

The Honorable Evelyn Kennedy, Mayor
City of Chamblee
5468 Peachtree Road
Chamblee, Georgia 30341

RE: Development of Regional Impact Review
International Village at Chamblee

Dear Mayor Kennedy:

I am writing to let you know that the ARC staff has completed the Development of Regional Impact (DRI) review known as the International Village at Chamblee development. 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 State. The Atlanta Regional Commission reviewed the proposed project 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 project is or is not in the best interest of the City of Chamblee.

The proposed residential development is consistent with many of regional plans and policies due to its intensity, mix of uses, and location; however, further refinement of the proposed development is strongly recommended to meet not only regional plans and policies, but also the policies and goals set forth in the LCI study for the City of Chamblee. It is strongly encouraged that the site plan be revised to maximize opportunities for shared parking, if appropriate. Additionally, the site plan should reflect a more coherent, compact development that, if possible, places the buildings close to one another and within comfortable walking distances for the pedestrian. Further refinement of the development should add a street front presence to buildings that is characteristic of neighborhood retail and commercial activities and creates visually appealing places and pathways.

Proximity to the MARTA station in the City of Chamblee offers opportunity for alternative modes of transportation to access the site. It is estimated that 5,000 residents live in the surrounding neighborhoods of the development. Sidewalks connecting the development to the neighborhoods, especially along main thoroughfares would greatly encourage residents to access the development by foot. Creating pleasant pedestrian routes between the building entrances of The International Village and the Chamblee MARTA Station and between the MARTA bus stops adjacent to the development's frontage along New Peachtree Road, Chamblee Dunwoody

Mayor Kennedy
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Road, and Chamblee Tucker Road would further encourage the use of MARTA and alternative modes of transportation to access the site.

There is great potential to extend the goals and objectives set forth in the LCI Study to the development. Refinement of the development to meet the goals and objectives of the LCI study would set a precedent for future development in the City of Chamblee and surrounding areas of DeKalb County.

I am enclosing a copy of our final review and comments we received during the review. Please feel free to call me, or Haley Fleming (404-463-3311), if you have any questions concerning the review.

Sincerely,



Charles Krautler
Director

CK/mhf

Enclosures

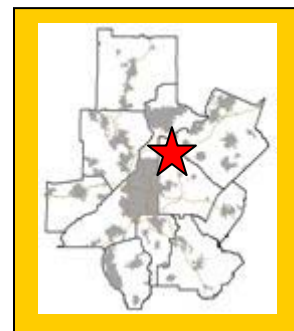
C: Ms. Kathy Brannon, City of Chamblee
Mr. Charles Schmandt, Developer
Mr. Gene Baumgaertner, Street Smarts
Mr. Harold Linnenkohl, GDOT
Mr. Rick Brooks, GDCA
Mr. David Word, GEPD
Mr. Steven Stancil, GRTA
Mr. William Fernandez, MARTA

Preliminary Report:	May 6, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	International Village #539
Final Report Due:	June 7, 2004		Comments Due By:	May 20, 2004

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The International Village at Chamblee development proposes a 500,000 square foot mixed use development on 26.6 acres in the City of Chamblee. The development is proposed to consist of 14 buildings varying from one to four stories that will include 80,500 square feet of retail space, 41,600 square feet of Farmer's Market, 228,200 square feet of office space, including a Trade Center, 24,275 square feet of a variety of cafes, coffee shops, and carryout, 25,250 square feet of full service restaurants, 8,100 square foot bank, a 91 room hotel, 15,500 square feet of conference and banquet facilities, a 17,400 square foot performing arts center, and a 4,000 square foot library. The development will include 5.3 acres of open space. The proposed development is located across the Peachtree-DeKalb Airport, bordered by Chamblee Tucker Road to the south and Chamblee Dunwoody Road to the north. Catalina Drive, connecting Chamblee Tucker Road and Chamblee Dunwoody Road will be the main drive for the development.



PROJECT PHASING:

The project is to be completed as a single phase with completion projected for 2007.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project is currently zoned C-1 and is proposing a PUD zone within the C-1. The future land use plan for the City of Chamblee shows the site suitable for mixed use neighborhood commercial uses; therefore, the proposed development is consistent with the City of Chamblee's Comprehensive Plan, in which the Future Land Use Plan was updated last year and shows for mixed use districts and neighborhood commercial in the development area. C-1 zoning in the City of Chamblee is general commercial that allows for a wide range of commercial activities. The proposed development site is also located in an International Overlay District (IV-O) that is intended to encourage a mix of uses both horizontally and vertically on sites that might not otherwise be permitted.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No inconsistencies were identified during the review.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

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No impacts to the local government's short term work program due to the proposed project were identified during the review.

**Will the proposed project generate population and/or employment increases in the Region?
If yes, what would be the major infrastructure and facilities improvements needed to support the increase?**

Yes, the proposed development would increase services and employment opportunities in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a two-mile radius of the proposed project.

Year	Name
No Area Plan or DRI reviews within two mile radius	

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted during the review, the site is primarily cleared land. The land has been acquired and cleared as part of a federally mandated and funded flyover and noise abatements initiatives carried out over the past two decades.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed residential development is consistent with the majority of regional plans and policies due to its intensity, mix of uses, and location. It is an infill development located in the City of Chamblee and borders the Chamblee Livable Centers Initiative Study Area (LCI). The proposed development encourages interconnectivity throughout the site and adjacent land uses, particularly the existing Chinatown Development. Existing streets and street patterns are used to connect the development together as well as with the surrounding area. Designated open space protects the integrity of the streams that are found throughout the site. The development also utilizes underground garage parking to maximum available parking while minimizing the surface area parking. A variety of retail and office uses proposed for the development ensures a mix of uses that are compatible with neighborhood commercial while maintaining the international flair of the site.

While the proposed development includes a mix of retail, office, and entertainment uses, the relationship of the uses throughout the site could be improved by eliminating structures designed in the typical strip shopping style. It is strongly encouraged that the site plan be revised to maximize opportunities for shared parking, if appropriate. Additionally, the site plan should reflect a more

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coherent, compact development that, if possible, places the buildings close to one another and within comfortable walking distances for the pedestrian. Further refinement of the development should add a street front presence to buildings that is characteristic of neighborhood retail and commercial activities and creates visually appealing places and pathways. Establishing a strong retail street presence along Catalina Drive could help to create an urban environment, further encouraging the pedestrian use of the development, traffic calming, and minimal internal vehicle movement. It is also suggested that proposed Buildings A and C present the best opportunity for a pedestrian friendly retail and commercial cluster. Utilizing many of the design guidelines set forth in the LCI study could prove to be resourceful.

Connectivity between Building “N” and Building “J” is encouraged, particularly a pedestrian connection. Although the stream between the buildings can prove to be an obstacle itself, consideration should be given to a pedestrian connection that would allow easy access between the two buildings without having to travel along Catalina Drive.

Proximity to the MARTA station in the City of Chamblee offers opportunity for alternative modes of transportation to access the site. Information submitted with the review suggests the operations of a shuttle service to MARTA. This should be considered and encouraged for the development as well as linking an additional transit service with any other existing transit services in the area. It is estimated that 5,000 residents live in the surrounding neighborhoods of the development. Sidewalks connecting the development to the neighborhoods, especially along main thoroughfares would greatly encourage residents to access the development by foot. Comments from MARTA suggest that the key to achieving significant MARTA ridership to those visiting the International Village is creating a pleasant pedestrian routes between the building entrances’ of International Village and the Chamblee MARTA Station and between the MARTA bus stops adjacent to the development’s frontage along New Peachtree Road, Chamblee Dunwoody Road, and Chamblee Tucker Road.

There is great potential to extend the goals and objectives set forth in the LCI Study to the development. Refinement of the development to meet the goals and objectives of the LCI study would set a precedent for future development in the City of Chamblee and surrounding areas of DeKalb County.

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PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half mile apart, or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle”.

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed development is located in the City of Chamblee across from Peachtree-DeKalb Airport. The site is bordered to the south by Chamblee Tucker Road and to the north by Chamblee Dunwoody Road. The western border is the existing Chinatown Development. The site lies approximately 2000 feet from the Chamblee MARTA Station. The proposed development also borders the Chamblee LCI Study Area.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The site is entirely within the City of Chamblee. Located in the northern quadrant of DeKalb County, the site is approximately a mile for the county line and less than a mile from the City of Doraville.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The proposed development is adjacent to the Peachtree-DeKalb Airport. The airport is classified a "general aviation reliever airport" for that Atlanta metropolitan area. It encompasses approximately 700 acres in northern DeKalb County; the majority of which is located in the City of Chamblee.

The proposed development's proximity to the LCI study area for the City of Chamblee offers an opportunity for the City and community to set a precedent for future development in the City of Chamblee. Also new residential is prohibited in the area due to the airport, the proposed development does promote many of the goals set forth in the LCI plan: creating dense, mixed use activity nodes that reduce automobile dependence.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$72,000,000 with an expected \$1,000,000 to \$2,000,000 in annual local tax revenues.

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How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule. It is estimated that with a construction schedule of two years approximately 643 jobs short term jobs will be created.

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

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

The proposed development will increase employment opportunities to the area and will enhance the international spirit of existing businesses. Based on information submitted during the review, it is estimated that the development will average just over 1,200 jobs annually and indirect additional taxes generated will total over \$83 million which will certainly in large part be felt by the City of Chamblee and portions of DeKalb County within one mile of the development.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Watershed Protection

The property is in the Peachtree Creek Watershed, which drains into the Chattahoochee River. Since 1998, the Metropolitan River Protection Act requires local jurisdictions outside of the Chattahoochee River Corridor (2000-feet on either side of the river) but in the Corridor Basin to adopt tributary buffer zone ordinances to protect streams in the basin. The City of Chamblee ordinance requires buffers on all streams shown as perennial streams on the applicable 1:24,000 USGS quad sheets, as well as on any other streams that the City designates as flowing streams. The Chamblee quad, which includes this site, shows no streams on the project property. However, if the City has designated the streams shown on the plans as "flowing streams", then the City buffers will be required and should be shown on the project plans. In addition, all state waters on the property are subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. The City will need to determine if the proposed buffers meet its ordinance requirements as well as State requirements.

Storm Water / 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. ARC has estimated the amount of pollutants that will be produced after 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 the results of regional storm water monitoring data from the Atlanta Region. Actual loading factors

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will depend on the actual amount of impervious surface in the specific project design. Impervious surface amounts typically found for commercial uses in the Atlanta Region were used. No acreage for open space was provided, so open areas were not included. Inclusion of open space areas may reduce the impervious area. If the actual impervious coverage is lower than shown here, the pollutant loadings will be reduced. 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	32.89	56.24	572.29	3552.12	32330.87	40.45	7.24
TOTAL	32.89	56.24	572.29	3552.12	32330.87	40.45	7.24

Total % impervious 85

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

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

The site of the development was once the site of Camp Gordon.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review. The proposed development will be a mixed-use development composed of approximately 500,000 square feet of retail and office establishments. The site is located across the street from Peachtree-DeKalb Airport in DeKalb County. The project will be implemented in one phase, to be completed in 2007.

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

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. Given that this project is proposed to be mixed-use, trip reductions were taken, as appropriate, by using the methodology prescribed in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, March 2001. The net trip generation is based on the rates published in the 7th edition of the ITE Trip Generation report; they are listed in the following table:

Land Use: Mixed Use Retail – 820 Retail – 850 Office – 710 Restaurant – 932 Restaurant – 931 Bank – 912 Hotel - 310	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Total Raw Trips	720	352	1,072	1,054	1,158	2,212	20,044
TOTAL NEW TRIPS (minus internal capture and alternative modes)	626	305	931	767	856	1,623	14,204

Land Use: Mixed Use Retail – 820 Retail – 850 Office – 710 Restaurant – 932 Restaurant – 931 Bank – 912 Hotel - 310	Saturday Peak Hour		
	Enter	Exit	2-Way
Total Raw Trips	1,307	1,055	2,362
TOTAL NEW TRIPS (minus internal capture and alternative modes)	967	765	1,732

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. There may be some roadway segments and intersections that are included in the study network that are not represented in the Regional Travel Demand Model. ARC does not make any quantitative assessments of facilities that are not represented. ARC relies on local knowledge and data to support any conclusions made from the analysis. If analysis of an intersection or roadway results in a substandard LOS “D”, then the consultant recommends improvements.

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Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 1.0, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 0.8 or above are considered congested.

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V/C Ratios

		AM						PM					
		Volume			V/C			Volume			V/C		
		Lns/dir.	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB
Chamblee-Tucker Rd. North of New Peachtree Rd.													
2005	2	5,370	2610	2760	0.45	0.43	0.46	8,120	4170	3950	0.68	0.70	0.66
2010	2	5,420	2550	2870	0.46	0.43	0.48	7,170	3790	3380	0.60	0.63	0.56
2025	2	6,000	2840	3160	0.50	0.47	0.53	7,450	3640	3810	0.62	0.61	0.63
% Change 2005-2010		0.9%	-2.3%	4.0%	2.2%	0.0%	4.3%	-11.7%	-9.1%	-14.4%	-12.5%	-10.0%	-15.2%
% Change 2010-2025		10.7%	11.4%	10.1%	9.9%	9.3%	10.4%	3.9%	-4.0%	12.7%	4.2%	-3.2%	12.5%
% Change 2005-2025		11.7%	8.8%	14.5%	12.4%	9.3%	15.2%	-8.3%	-12.7%	-3.5%	-8.8%	-12.9%	-4.5%
Chamblee-Tucker Rd. South of New Peachtree Rd.													
2005	1	3,410	1610	1800	0.57	0.54	0.60	4,490	2210	2280	0.75	0.74	0.76
2010	1	3,390	1600	1790	0.57	0.53	0.60	4,260	2080	2180	0.71	0.69	0.73
2025	1	3,560	1700	1860	0.60	0.57	0.62	4,610	2260	2350	0.77	0.75	0.78
% Change 2005-2010		-0.6%	-0.6%	-0.6%	-0.9%	-1.9%	0.0%	-5.1%	-5.9%	-4.4%	-5.3%	-6.8%	-3.9%
% Change 2010-2025		5.0%	6.3%	3.9%	5.3%	7.5%	3.3%	8.2%	8.7%	7.8%	7.7%	8.7%	6.8%
% Change 2005-2025		4.4%	5.6%	3.3%	4.4%	5.6%	3.3%	2.7%	2.3%	3.1%	2.0%	1.4%	2.6%
Chamblee-Dunwoody Rd. North of New Peachtree Rd.													
2005	1	3,420	1920	1500	0.66	0.74	0.58	1,810	940	870	0.35	0.36	0.34
2010	1	3,390	1900	1490	0.65	0.73	0.57	2,030	1130	900	0.39	0.43	0.34
2025	1	2,280	1270	1010	0.44	0.49	0.39	2,760	1270	1490	0.53	0.49	0.57
% Change 2005-2010		-0.9%	-1.0%	-0.7%	-1.5%	-1.4%	-1.7%	12.2%	20.2%	3.4%	10.0%	19.4%	0.0%
% Change 2010-2025		-32.7%	-33.2%	-32.2%	-32.3%	-32.9%	-31.6%	36.0%	12.4%	65.6%	37.7%	14.0%	67.6%
% Change 2005-2025		-33.3%	-33.9%	-32.7%	-33.3%	-33.8%	-32.8%	52.5%	35.1%	71.3%	51.4%	36.1%	67.6%
Chamblee-Dunwoody Rd. South of New Peachtree Rd.													
2005	1	2,880	1380	1500	0.55	0.52	0.58	3,690	1850	1840	0.71	0.71	0.71
2010	1	3,390	1490	1900	0.65	0.57	0.73	4,540	2350	2190	0.87	0.90	0.84
2025	1	3,670	1750	1920	0.71	0.67	0.74	4,930	2600	2330	0.95	1.00	0.90
% Change 2005-2010		17.7%	8.0%	26.7%	18.2%	9.6%	25.9%	23.0%	27.0%	19.0%	22.5%	26.8%	18.3%
% Change 2010-2025		8.3%	17.4%	1.1%	8.5%	17.5%	1.4%	8.6%	10.6%	6.4%	9.2%	11.1%	7.1%
% Change 2005-2025		27.4%	26.8%	28.0%	28.2%	28.8%	27.6%	33.6%	40.5%	26.6%	33.8%	40.8%	26.8%

For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may

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appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	There are no programmed (2003 – 2005) improvements within the study network of this DRI.		

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	There are no planned (2025 RTP, Limited Update) improvements within the study network of this DRI.	Roadway Capacity	2010

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of International Village at Chamblee: What are the recommended transportation improvements based on the traffic study done by the applicant?

Existing Conditions:

There are no existing deficiencies within the study network for this DRI.

For 2007 No-Build Conditions:

There are no identified deficiencies under this scenario.

For 2005 Build Conditions:

1. Each of the four proposed access points will experience poor levels of service on Weekdays in the P.M. and on Saturday.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

The proposed project will be located in an existing rapid transit station area. The Chamblee MARTA station provides rail service to the City of Chamblee and will prove to be beneficial to the area and to transit usage by providing mobility alternatives. Greater access to and from the proposed development will allow opportunities for employment and shopping.

Is the site served by transit? If so, describe type and level of service.



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MARTA currently provides local bus service via four routes: 33, 124, 125, and 130.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are currently no approved transit expansions located near the DRI.

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

None.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
Mixed Use Targets (w/sidewalks)			
Where Retail is dominant, 10% Residential or 10% Office	Yes	4%	4%
Proximity to Public Transportation			
w/in 1/2 mile of MARTA Rail Station	Yes	5%	5%
Transportation Service Enhancements (choose one)			
TMA or Parking Management Program	Yes	3%	3%
Bicycle or Pedestrian facilities within the site (choose one)			
Bike/ped networks connecting to land uses within and adjoining the site	Yes	4%	4%
Total Calculated ARC Air Quality Credits (15 % reduction required)		16%	16%

The site of development is on land that has been acquired as part of federally mandated and funded flyover and noise abatements initiatives carried out over the past two decades. New residential development is prohibited due to the site's close proximity to Peachtree-DeKalb Airport.

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

It has virtually no impact to the existing and future roadway conditions. The recommended improvements are provided to minimize the impact of the DRI, although the analysis shows acceptable level of service without these recommended improvements.

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There is no significant impact to the adjacent roadway network. Base conditions, along with future loaded conditions are not enough to justify any necessary roadway improvements. ARC recommends that DeKalb County and the City of Chamblee incorporate the analysis as well as the recommendations into future land-use/access management study efforts.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.1224 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Information submitted with the review state that DeKalb County Water and Sewer will provide wastewater treatment service to the project. Currently, the Snapfinger and Pole Bridge facility are being planned to be combined into one plant at Pole Bridge. The Snapfinger facility will then be decommissioned.

What is the current permitted capacity and average annual flow to this facility?

The capacity of the Pole Bridge plant is listed below:

PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
20	20	13	30	-10	Combine Pole Bridge and Snapfinger in one 86 mgd plant at Pole Bridge, provide service to portions of Rockdale, Gwinnett, Henry, and Clayton	Approximately 80 mgd interbasin transfer at full design flow. DeKalb Co. and EPD must resolve interbasin transfer issues prior to permitting

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

*₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, September, 2003.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

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INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.1224 MGD based on information submitted for the review.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review estimates 1,468,322 tons of solid waste per year and the waste will be disposed of in DeKalb County.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste.

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- Levels of governmental services?
- Administrative facilities?
- Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?

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- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

The proposed development is located adjacent to the existing Chinatown Development and the Chinese Cultural Center. The Chinatown Development is 54,275 square feet of mostly retail uses, with several thousand square feet of compatible commercial-office use. The Chinese Cultural Center is 14,000 square feet of auditorium, library, classrooms, and other similar uses.

AGING

Does the development address population needs by age?

The International Village at Chamblee has many characteristics of a senior friendly development. The mixed use development which offers a variety of uses in a concentrated location will allow older adults from the surrounding area to drive to one location and satisfy many of their retail needs.

The proximity to MARTA is also important to older adults, particularly as driving becomes more difficult and they look to public transportation options.

The one major concern that could impact the ability of older adults to take full advantage of the services at the International Village at Chamblee is the distance from some of the parking lots to the retail centers and the lack of connections between the different buildings on the site. As individuals age, walking long distances can be a challenge. The size of the parking lot is often the same way some older adults determine where they will shop.

It is recommended that the developers contact and work with the DeKalb County Senior Services to gain a better understanding of the older adult population immediately surrounding the project.

For additional information on the characteristics of an Age Friendly Community, see the Aging in Place Toolkit: <http://www.atlantaregional.com/qualitygrowth/toolkits.html#aging>

HOUSING

Will the proposed project create a demand for additional housing?

The proposed development will likely create a demand for additional housing opportunities. The proposed development is positioned to be an employment center for the City of Chamblee and immediate surrounding area. The City of Chamblee has and is currently creating a variety of housing opportunities throughout its downtown and LCI study area.

Will the proposed project provide housing opportunities close to existing employment centers?

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The development is not able to propose or develop new residential due to its close proximity to Peachtree-DeKalb Airport. Therefore, the proposed project is not able to provide housing opportunities for existing employment centers.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 212.04. This tract had a 2.6 percent decrease in number of housing units from 2000 to 2003 according to ARC's Population and Housing report. The report shows that 32 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area..

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming future residential developments in the area are approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: 539
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 2/13/2004 3:01:13 PM

DEVELOPMENT OF REGIONAL IMPACT DeKalb County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Chamblee
*Individual completing form and Mailing Address:	Kathy Brannon - City Manager 5468 Peachtree Road Chamblee, GA 30341
Telephone:	770-986-5018
Fax:	770-986-5014
E-mail (only one):	kbrannon@chambleega.com

*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: The International Village at Chamblee		
Development Type	Description of Project	Thresholds
Mixed Use	500000 square feet of retailcommercial & office - including hotel and conference center	View Thresholds
Developer / Applicant and Mailing Address:		Charles K. Schmandt PDK Investments, LLC 5522 New Peachtree Road, Suite 122 Chamblee, GA 30341
Telephone:		770-617-9705
Fax:		
Email:		
Name of property owner(s) if different from developer/applicant:		Currently owned by DeKalb County above has contract to purchase
Provide Land-Lot-District Number:		land lots 298 & 299 of 18th district
What are the principal streets or roads providing vehicular access to the site?		Catalina Drive
Provide name of nearest street(s) or intersection:		Chamblee Tucker Road (south end) Chamblee Dunwoody Road (north end)
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?		Y
If yes, how close is the boundary of the nearest other local government?		approximately 1/2 mile
If no, provide the following information:		
In what additional jurisdictions is the project located?		
In which jurisdiction is the majority of the project located? (give percent of project)		Name: (NOTE: This local government is responsible for initiating the DRI review process.) Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?		N
Name:		

If yes, provide the following information (where applicable):	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	DeKalb County
What is the name of the wastewater treatment supplier for this site?	DeKalb County
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: September 2007

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Developer has not provided traffic study. Developer has met with DeKalb County traffic engineering but we do not have comments.	Y

Submitted on: 4/26/2004 2:58:09 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Chamblee
Individual completing form:	Kathy Brannon
Telephone:	770-986-5018
Fax:	770-986-5014
Email (only one):	kbrannon@chambleega.com

Proposed Project Information

Name of Proposed Project:	The International Village at Chamblee
DRI ID Number:	539
Developer/Applicant:	PDK Investment Group, LLC
Telephone:	770-458-6660
Fax:	770-458-3580
Email(s):	ckschmandt@att.net

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$72,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,000,000-\$2,000,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): Development will be on vacant land acquired by PDK Airport and the FAA through noise abatement resident relocation program	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	DeKalb County Water & Sewer
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.1224 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below: N/A	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	N/A

Wastewater Disposal

Name of wastewater treatment provider for this site:	DeKalb County Water & Sewer
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.1224 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below: N/A	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	N/A

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.)	IN: 626a.m., 767p.m. OUT: 305a.m., 856p.m.
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: 1. Add L & R Turn Lanes on Catalina @ Chamblee Dunwoody 2. Add traffic signal at Chamblee Dunwoody @ Catalina, sync with New Peachtree light 3. Add L & R turn lanes on Catalina @ Chamblee Tucker Rd. 4. Add traffic signal Catalina @ Chamblee Tucker Rd. 5. Add L & R turn lanes on Blackburn Way @ Chamblee Dunwoody Rd. 6. Add L & R turn lanes on Burke Dr. @ Chamblee Tucker Rd.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	1,468.322
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	56.6%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Underground stormwater detention facilities will be used to mitigate stormwater run-off. Stormwater collection and detention system will include water quality/BMPs.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	Y
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: 1. Approximately 3,000 s.f. of floodplain area (FEMA) may be impacted by site development. 2. Arrow Creek runs thru the site & according to ARC is above accepted pollution levels for fecal coliform.	



NOTICE OF DECISION

To: Chick Krautler, ARC
(via electronic mail) Sonny Deriso, GRTA
Ken Bernard, GRTA

Eric Hovdesven, GRTA
Lee Morris, GRTA

To: Charles K. Schmandt, PDK Investments, LLC
(via electronic mail and certified mail) Evelyn Kennedy, Mayor, City of Chamblee

From: Steven L. Stancil, GRTA Executive Director

Copy: Kirk Fjelstul, GRTA
(via electronic mail) Alan Steinbeck, GRTA
Elizabeth Smith, DCA
Mike Alexander, ARC
Steve Walker, GDOT
Harry Graham, GDOT District 6

Kathi Brannon, City of Chamblee
John Gurbal, DeKalb County
Shari R.C. Strickland, DeKalb County
Peter Chang, A.C.T. Investments, Inc.
Gene Baumgartner, Street Smarts
Lee Walton, Robert and Company

Date: May 13, 2004

Re: Notice of Decision Regarding DRI #539 The International Village at Chamblee

**Notice of Decision for
Request for Expedited Review of
DRI #539 The International Village at Chamblee**

The purpose of this notice is to inform Charles Schmandt with PDK Investments, LLC (the Applicant), City of Chamblee (i.e., the local government), the GRTA Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding DRI #539 The International Village at Chamblee (the DRI Plan of Development). GRTA has completed an expedited review for the DRI Plan of Development pursuant to sections 3-101 and 3-102.D of the *Procedures and Principles for GRTA Development of Regional Impact Review* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Sections 3-101 and 3-102.D. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

This decision will become final and no further review will be required, unless: (1) a request for review by the DRI Committee is submitted to the Executive Director within five (5) calendar days of receipt of this notice pursuant to Section 2-502 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, or (2) an appeal by the Applicant is submitted to the Executive Director within ten (10) working days of receipt of this notice pursuant to Section 2-202(G), or (3) an appeal by the local government is submitted to the Executive Director within five (5) calendar days of receipt of this notice pursuant to Section 2-501. If GRTA staff receives a request for review or an appeal, you will receive another notice from GRTA and the Land Development Committee will hear the appeal or request for expedited review at its June 9, 2004 regular meeting.

The notice of decision is based upon review of the applicant's DRI Review Package. The Review Package includes the site development plan dated April 23, 2004, prepared by Robert and Company, titled "International Village at Chamblee" (Referred to as the "Site Plan" or the "DRI Plan of Development") and the analysis prepared by Street Smarts dated April 2004 and received by GRTA on April 27, 2004.

Approval of the above referenced DRI by expedited review shall not constitute GRTA approval of any subsequent material modifications to the proposed DRI by the local government such that the proposed DRI is no longer eligible for approval by expedited review.



Steven L. Stancil
Executive Director
Georgia Regional Transportation Authority

**Conditions to GRTA Notice of Decision
DRI 539, The International Village At Chamblee
City of Chamblee**

Conditions to GRTA Notice of Decision:

- Pedestrian Facilities
 - Provide sidewalks along the frontage of all public right-of-way.
 - Provide pedestrian entrances to all commercial tenant spaces from the public sidewalk.
 - All existing and new adjacent signalized intersections shall be designed and constructed to accommodate pedestrians (crosswalks and actuation).
- Bicycle Facilities
 - Provide bicycle racks at the entrances to all retail tenant spaces over 20,000 square feet or as required by the City of Chamblee.

Roadway Improvements as Conditions to GRTA Notice of Decision:

The following improvements are required on and adjacent to *state* roads:

- N/A

The following improvements are required on and adjacent to *non-state* roads:

- Chamblee Dunwoody Road @ Catalina Drive
 - Right-in/right-out access only
- Chamblee Dunwoody Road @ Blackburn Way
 - If warranted, add a traffic signal
 - Provide separate left and right turn lanes from Blackburn Way
- Chamblee Tucker Road @ Catalina Drive
 - If warranted, add a traffic signal
 - Provide separate left and right turn lanes from Catalina Drive
- Catalina Drive @ Site Access 8/9
 - Construct an urban compact roundabout
- Maintain existing intersection of Blackburn Way with Coronado Place providing a connection from Chamblee Dunwoody Road to Catalina Drive.

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All "Conditions to GRTA Notice of Decision" set forth in Attachment A are provided.
- Improvements as Conditions to GRTA Notice of Decision are provided.

May 20, 2004

Ms. Haley Fleming
Atlanta Regional Commission
40 Courtland Street
Atlanta, GA 30303

Re: International Village at Chamblee, Development of Regional Impact

Dear Ms. Haley:

Thank you for the opportunity to respond with our comments on the proposed International Village development on the 26.6-acre tract between Chamblee Dunwoody and Chamblee Tucker Roads. We agree with your comments on pages 2 and 3 of the preliminary review report, dated May 6, 2004: "Although there are areas of the development that work well as an individual pocket, refining it into a more coherent, compact development will encourage more pedestrian movement and allow for more preservation of open space and possibly more infill development. It is strongly recommended that the retail and commercial uses be clustered to minimize internal vehicle movement and encourage pedestrian movement throughout the site." We suggest that proposed Buildings A and C (near the intersection of New Peachtree Road and Chamblee Dunwoody Road) may represent the best opportunity for a pedestrian-friendly retail and commercial cluster in proximity to the existing Chinatown building.

MARTA hopes to provide transportation to a substantial percentage of the employees, customers, and others visiting the International Village development. The key to achieving this will be the creation of pleasant pedestrian routes between building entrances and (1) MARTA's nearby Chamblee Station, and (2) MARTA bus stops adjacent to the development tract's frontages on New Peachtree Road, Chamblee Dunwoody Road, and Chamblee Tucker Road. We believe that many persons will use MARTA's existing transit services to reach the International Village if proper attention is given to creating a network of walkways and sidewalks that connect the various points of origin and destination.

In association with the introduction of its new fare collection system, MARTA intends to improve pedestrian access to Chamblee Station by building a walkway alongside the station's bus driveway from New Peachtree Road between Watkins and Hood Avenues. As part of its LCI implementation, the City of Chamblee intends to install the missing sections of sidewalk along New Peachtree Road between Chamblee Dunwoody Road and the MARTA station, including a crosswalk at Hood Avenue. From Hood Avenue, it is a short walk along New Peachtree Road to the existing Chinatown development, or along Burk Terrace to the middle of the International Village tract.

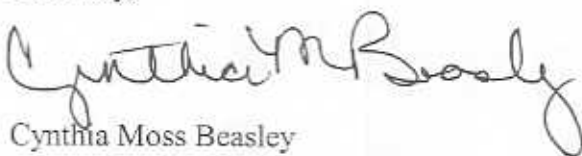
International Village at Chamblee, Development of Regional Impact

May 25, 2004

Page 2

There is much work to be done in creating and promoting better pedestrian connections between MARTA's Chamblee Station and the International Village prior to its scheduled completion in 2007. We are confident that, in refining the conceptual master plan, Robert & Co. will identify proposed building entrances and elaborate on the details of the pedestrian network interior to the 26.6-acre tract. MARTA looks forward to working with the City of Chamblee and the development team on this important project.

Sincerely,



Cynthia Moss Beasley

Director, Corporate Finance & TOD

cc: Kathy Brannon, City of Chamblee
Charles Schmandt, PDK Investments, LLC
Lee Walton, Robert & Co.
Brian Borden, GRTA