

DATE: June 7, 2021

ARC REVIEW CODE: R2105211

TO: Mayor R. Eric Clarkson
ATTN TO: Rebecca Keefer, Interim Planning & Development Director
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact (DRI) 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). 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. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Chamblee Park DRI #3292

Submitting Local Government: City of Chamblee

Review Type: Development of Regional Impact **Date Opened:** May 21, 2021 **Date Closed:** June 7, 2021

Description: A Development of Regional Impact (DRI) review of a proposed mixed-use project in the City of Chamblee on a 30.5-acre site north of the intersection of North Shallowford Road/Parsons Drive and Peachtree Boulevard (SR 141) and west of the interchange with Interstate 285. The location is not currently served by MARTA buses and is a 1.5-mile walk from the Doraville rail station. It proposes 37 detached single-family homes, 404 townhomes/condo units, 375 apartment units, and 20,000 SF of retail. The local trigger is a rezoning from MU-BC (Mixed Use-Business Center) to PUD (Planned Unit Development). Expected buildout is 2024.

Comments: According to ARC's Unified Growth Policy Map, this DRI falls in a Regional Employment Corridor location of the Region, which is defined as areas connected by transit and containing the highest density of jobs. Along with the Region Core (Downtown, Midtown, Buckhead), these areas contain 26% of the 10-county region's jobs and 8% of region's population today on approximately 2.25% of the land area.

This project fulfills some regional priorities. It's a mixed-use project that introduces a variety of housing options and some neighborhood-serving retail into a location that is near high-capacity transportation infrastructure in the form of Interstate 285 and Peachtree Industrial Boulevard. It potentially establishes a new street connection to improve the urban form and connectivity in this location (see additional notes on this connection below). It increases the number of housing options in Chamblee.

A critical part of making this project an integrated part of the community with more transportation options will be making the northern street connection to Perimeter Park Drive to allow trips to be distributed on both ends. Otherwise the project will effectively be a dead-end with all trips funneled to one intersection that is already challenged with delays. The accompanying traffic study was conducted with the expectation of the future northern access. If for whatever reason this connection is not possible, a new traffic study should be required to understand the impacts with a single access point. Please see the attached comment from City of Doraville, which agrees the northern access is critical.

The sidewalks must be continued from the southern property line to the intersection of Peachtree Industrial Boulevard. It's hard to see the point of bothering with the expense and effort of building a fully accessible and inviting pedestrian experience within the project when it ends abruptly for anyone attempting to leave the project on foot. Considering that the GRTA-required traffic study for the DRI recommends no other improvements to the transportation network to address vehicular delays, this seems like a reasonable expectation for the applicant to improve neighborhood connectivity when adding a significant amount of density to a formerly low-density location. The One Chamblee plan notes that the City contains 93 miles of streets with 56 miles of sidewalks. Addressing this gap requires pursuing every opportunity that redevelopment provides.

The poor state of the Peachtree Industrial Boulevard intersection for all users generally is an issue for Georgia Department of Transportation, DeKalb County, and the City of Chamblee to address in the near future to follow their stated policies of improving pedestrian safety and accessibility. This intersection is currently served by MARTA route #25, but the nearest crosswalk for Peachtree Industrial Boulevard is to northeast at Motors Industrial Way.

The 2019 One Chamblee Comprehensive Plan identifies the potential for a mixed pedestrian/bike trail through the length of the DRI. The current site plan doesn't appear to show room for this trail either along the western edge of the DRI site or on the internal street. It's possible that a safe and comfortable bicycle option through the DRI could be possible with a variety of wayfinding and traffic calming measures, or a side path running along the eastern side of the internal street where there are fewer conflicts with motorists. The City should immediately discuss these options before the site plan is finalized to allow flexibility for the City's long-term connectivity goals. More design considerations and recommendations can be found at <https://atlantaregional.org/plans-reports/bike-pedestrian-plan-walk-bike-thrive/>.

Please see the attached comment from GDOT's aviation office, which notes that the project is located under the FAA approach for DeKalb Peachtree Airport (PDK) runways and does not appear to impact the airport as long as all buildings are kept below 1,082 feet Mean Sea Level (MSL).

This project appears to fit within the general recommendations for density in Regional Employment Corridors, which recommend at least 10 units per acre up to more than 80 units per acre. Multi-story heights are allowed and recommended. This location falls into the "Mixed Use" future land use and the "Perimeter Village" character area of the One Chamblee plan. It has the following recommendations for this location:

- Continue coordination efforts with City of Brookhaven and City of Dunwoody on land use and transportation issues along their shared borders.

- Implement compatible physical design standards along the Interstate 285 corridor.
- Continue to protect Nancy Creek through low-impact development measures.
- Create gateway signage and implement streetscape improvements at key intersections.
- Redevelop sites with underutilized and incompatible land uses according to the Small Area Plan on pages 172-179.
- Redevelop existing single-family lots along Parsons Drive.
- Use the results of the Top End 285 study to prepare the area for new transit opportunities.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages. Additional comments from ARC's Natural Resources Group are attached. They note that the project is within the Nancy Creek watershed, which means there is the future potential of it being included a large water supply watershed for the Chattahoochee River. It also notes that variances may be required for the portion of the stream shown on the site plan extending into the proposed parking deck.

Further to the above, here are the general policy recommendations from The Atlanta Region's Plan for the Region Core and Employment Corridor areas:

- 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 the redevelopment of existing sites.

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

ARC COMMUNITY DEVELOPMENT	ARC TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & HEALTH RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GRTA/SRTA
MARTA	DEKALB COUNTY	CITY OF BROOKHAVEN
CITY OF DORAVILLE	CITY OF DUNWOODY	

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



Developments of Regional Impact

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DRI #3292

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: Chamblee
Individual completing form: Rebecca Keefer
Telephone: 770-639-7096
E-mail: rkeefe@chambleega.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Chamblee Park
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 33.913888, -84.291533
Brief Description of Project: The proposed Chamblee Park development will consist of approximately 28 single-family homes, 417 townhomes, 370 multi-family apartments, and 10,000 sf of retail space located on an approximate +-29.5-acre site.

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 area, etc.): 28 single-family homes, 417 townhomes, 370 apartments, and 10,000 SF retail

Developer: Thrive Residential

Mailing Address: 500 Amsterdam Avenue NE

Address 2: Suite M

City: Atlanta State: GA Zip: 30306

Telephone: 404-474-4814

Email: crudd@tollbrothers.com

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

If yes, property owner: multiple

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

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: 2024
Overall project: 2024

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Developments of Regional Impact

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DRI #3292

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: Chamblee
Individual completing form: Rebecca Keefer
Telephone: 770-639-7096
Email: rkeefe@chambleega.gov

Project Information

Name of Proposed Project: Chamblee Park
DRI ID Number: 3292
Developer/Applicant: Thrive Residential
Telephone: 404-474-4814
Email(s): crudd@tollbrothers.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: \$280M

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$2.5M

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): approximately 45 single-family homes

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 Gallons Per Day (MGD)? 0.4 MGD

Is sufficient water supply capacity available to serve the proposed project?
☐ (not selected) ☒ Yes ☐ No

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

Is a water line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

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

Wastewater Disposal

Name of wastewater treatment provider for this site: DeKalb County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.4 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: There will be a sewer action plan prepared and submitted to County for approval

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.) Daily Trips: 2,865 in / 2,865 out AM Trips: 85 in / 233 out PM Trips: 256 in / 175 out

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:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,500

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

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

Will any hazardous waste be generated by the development? ☐ (not selected) ☒ Yes ☐ No

If yes, please explain:

Stormwater Management

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

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management. Detention will be provided as a means of stormwater management and the development will meet or exceed the City of Chamblee stormwater requirements

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:
Proposed wetland/stream impacts will be permitted through applicable local, federal, and state agencies. Furthermore, impacts to the permitted aquatic resources will be appropriately mitigated to off-set adverse impacts resulting in no net loss.

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Greg Giuffrida

From: Austin Shelton <Austin.Shelton@Doravillega.us>
Sent: Friday, May 21, 2021 3:45 PM
To: Greg Giuffrida
Cc: Naomi Siodmok
Subject: RE: [External Sender] ARC DRI Review Notification: Chamblee Park DRI #3292

Hey Greg,

Same comments as we had last time. Another point of ingress/egress to the development is, in our opinion, a necessity. That is far too many units to only be able to exit into such a complicated intersection.

Austin Shelton | Community Development Senior Planner
austin.shelton@doravillega.us | p. 470-622-9357
3725 Park Avenue Doraville, GA 30340

From: Greg Giuffrida [mailto:GGiuffrida@atlantaregional.org]
Sent: Friday, May 21, 2021 1:03 PM
To: Ana.eisenman@kimley-horn.com; Andrew Russell - City of Chamblee (ARussell@chambleega.gov) <ARussell@chambleega.gov>; Aronda Smith - City of Brookhaven (aronda.smith@brookhavenga.gov) <aronda.smith@brookhavenga.gov>; Austin Shelton <Austin.Shelton@Doravillega.us>; Ben.Skidmore@kimley-horn.com; Cedric Hudson - DeKalb County (chudson@dekalbcountyga.gov) <chudson@dekalbcountyga.gov>; crudd@tollbrothers.com; Daniel Gaddis - City of Dunwoody (Daniel.Gaddis@dunwoodyga.gov) <Daniel.Gaddis@dunwoodyga.gov>; Daniel.kerr@kimley-horn.com; Eli Veith - City of Dunwoody (Eli.Veith@dunwoodyga.gov) <Eli.Veith@dunwoodyga.gov>; Hari Karikaran - City of Brookhaven (hari.harikaran@brookhavenga.gov) <hari.harikaran@brookhavenga.gov>; Kennedy.adams@kimley-horn.com; Larry Washington (lwashington@dekalbcountyga.gov) <lwashington@dekalbcountyga.gov>; laurel@glawgp.com; Naomi Siodmok <Naomi.Siodmok@Doravillega.us>; Paul Leonhardt - City of Dunwoody (Paul.Leonhardt@dunwoodyga.gov) <Paul.Leonhardt@dunwoodyga.gov>; Rebecca Keefer - City of Chamblee (RKeefer@chambleega.gov) <RKeefer@chambleega.gov>; Richard McLeod - City of Dunwoody (Richard.McLeod@dunwoodyga.gov) <Richard.McLeod@dunwoodyga.gov>; Rob.ross@kimley-horn.com; Sylvia Smith - DeKalb County (sasmith@dekalbcountyga.gov) <sasmith@dekalbcountyga.gov>; woody@glawgp.com; Andrew Spiliotis <aspiliotis@srta.ga.gov>; agillespie@srta.ga.gov; 'ccomer@dot.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; mcanizares@dot.ga.gov; DeNard, Paul <pdenard@dot.ga.gov>; afinch@dot.ga.gov; mfowler@dot.ga.gov; Greg Floyd - MARTA (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Kassa, Habte <hkassa@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; 'Hood, Alan C. <achood@dot.ga.gov>; lajohnson@dot.ga.gov; Jon West <jon.west@dca.ga.gov>; 'kclark@gefa.ga.gov'; Linda Kay - GDOT District 7 (LKay@dot.ga.gov) <LKay@dot.ga.gov>; tmatthews@dot.ga.gov; jomcloyd@dot.ga.gov; kmertz@dot.ga.gov; jmontefusco@dot.ga.gov; 'nongame.review@dnr.ga.gov'; 'nrogers@dot.ga.gov'; pmartin@srta.ga.gov; pemmanuel@srta.ga.gov; eregis@dot.ga.gov; Richard Hathcock <rhathcock@ATLtransit.ga.gov>; chrobinson@dot.ga.gov; mwilson@dot.ga.gov; cwoods@dot.ga.gov; Zane Grennell - Georgia DCA (zane.grennell@dca.ga.gov) <zane.grennell@dca.ga.gov>
Cc: Aries Little <ALittle@atlantaregional.org>; Community Development <CommunityDevelopment@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Jean Hee P. Barrett <JBarrett@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Katie Perumbeti <KPerumbeti@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; Mike Carnathan <MCarnathan@atlantaregional.org>; Patrick Bradshaw <PBradshaw@atlantaregional.org>; Wei Wang <WWang@atlantaregional.org>
Subject: [External Sender] ARC DRI Review Notification: Chamblee Park DRI #3292

Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Thursday, June 3, 2021 1:05 PM
To: Greg Giuffrida
Subject: RE: ARC DRI Review Notification: Chamblee Park DRI #3292
Attachments: ARC Preliminary Report - Chamblee Park DRI 3292.pdf

Greg,

The proposed mixed use project 37 detached single-family homes, 404 townhomes/condo units, 375 apartment units, and 20,000 SF of retail is in the City of Chamblee on a 30.5-acre site north of the intersection of North Shallowford Road/Parsons Drive and Peachtree Boulevard (SR 141) and west of the interchange with Interstate 285. It is 2 miles north of the DeKalb Peachtree Airport (PDK), and is located under their FAA approach to Runway 21L and departure surface for Runway 3R, but does not appear to impact the facility if kept below a final elevation of 1082' MSL.

However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here

(<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>). Those submissions for the buildings and any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

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

Alan Hood

Airport Safety Data Program Manager



Aviation Programs

600 West Peachtree Street NW
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office

From: Greg Giuffrida <GGiuffrida@atlantaregional.org>
Sent: Friday, May 21, 2021 1:03 PM
To: Ana.eisenman@kimley-horn.com; Andrew Russell - City of Chamblee (ARussell@chambleega.gov) <ARussell@chambleega.gov>; Aronda Smith - City of Brookhaven (aronda.smith@brookhavenga.gov) <aronda.smith@brookhavenga.gov>; Austin Shelton - City of Doraville (austin.shelton@doravillega.us) <austin.shelton@doravillega.us>; Ben.Skidmore@kimley-horn.com; Cedric Hudson - DeKalb County (chudson@dekalbcountyga.gov) <chudson@dekalbcountyga.gov>; crudd@tollbrothers.com; Daniel Gaddis - City of Dunwoody (Daniel.Gaddis@dunwoodyga.gov) <Daniel.Gaddis@dunwoodyga.gov>; Daniel.kerr@kimley-horn.com; Eli Veith - City of Dunwoody (Eli.Veith@dunwoodyga.gov) <Eli.Veith@dunwoodyga.gov>; Hari Karikaran - City of Brookhaven (hari.harikaran@brookhavenga.gov) <hari.harikaran@brookhavenga.gov>; Kennedy.adams@kimley-horn.com; Larry Washington (lwashington@dekalbcountyga.gov) <lwashington@dekalbcountyga.gov>;

CHAMBLEE PARK DRI
City of Chamblee
Natural Resources Group Review Comments
May 19, 2021

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The proposed project is in the Nancy Creek watershed, which is part of Chattahoochee Corridor watershed, but it is not within the 2000-foot Chattahoochee River Corridor and is not subject to the requirements of the Metropolitan River Protection Act or the Chattahoochee Corridor Plan. Nancy Creek drains into Peachtree Creek, which in turn flows into the Chattahoochee downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. However, for large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is not within seven miles upstream of the nearest public water supply intake.

Stream Buffers

The USGS coverage for the project area shows no streams on or near the property. However, the submitted site plan shows a stream just west of the project property, with a short stretch within one corner of the property. The City of Chamblee 50-foot undisturbed buffer and 75-foot impervious setback, as well as the State 25-foot Erosion and Sediment Control Buffer are shown and identified. No intrusions are proposed where the stream cuts across a corner of the property. However, the stream is also shown ending at the property line near Peachtree Industrial Boulevard. A proposed parking lot is shown in that area. If the stream extends into the proposed parking lot, variances may be required. Any other unmapped streams identified on the property may be subject to the City of Chamblee's stream buffer ordinance, and any unmapped State waters identified on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

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

DRI INFORMATION

DRI Number #3292
DRI Title Chamblee Park
County DeKalb County
City (if applicable) City of Chamblee
Address / Location Primarily located along Parsons Drive and Deacon Lane, north of Peachtree Boulevard/SR 141, and west of the I-285.

Proposed Development Type:

Redevelopment of a 30.5- acre site that proposes 37 single-family homes, 404 townhomes/condos, 375 apartment units, and 20,000 SF of retail.
Build Out : 2024

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied [Click here to enter text.](#)
Date May 20, 2021

TRAFFIC STUDY

Prepared by Kimley-Horn
Date May 17, 2021

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 the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

The traffic analysis includes a list of programmed projects on Table 11 on page 22.

☐ 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)*

The site currently proposes two access points at Parsons Drive and Perimeter Park Drive. Parsons Dr. is perpendicular to Peachtree Blvd./SR 141 which is a regional thoroughfare. The intersection of Parsons Drive and Peachtree Blvd./SR 141 is approximately 0.25 miles from the I-285 interchange.

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*)

I-285 is a regional truck route and can be accessed within or less than a mile.

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

Nearest Station Doraville MARTA Station

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*)

[Click here to provide comments.](#)

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*)

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*)

[Click here to provide comments.](#)

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

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

Bus Route(s) Route 25 and Route 132

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)

[Click here to provide comments.](#)

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)

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

Based on the proposed site location, MARTA's Route 132 stops located near the intersection of Perimeter Park Dr and N Peachtree Rd should be considered in the analysis.

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

MARTA

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)

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*)

* *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 local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks 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*)
- ☐ OTHER (*Please explain*)

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*)
- ☐ OTHER (*Please explain*)

There are no existing or proposed bicycle facilities.

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)

The site plan and analysis indicate that pedestrian facilities will be constructed along Parsons Dr which leads to Peachtree Blvd.

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)

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)*

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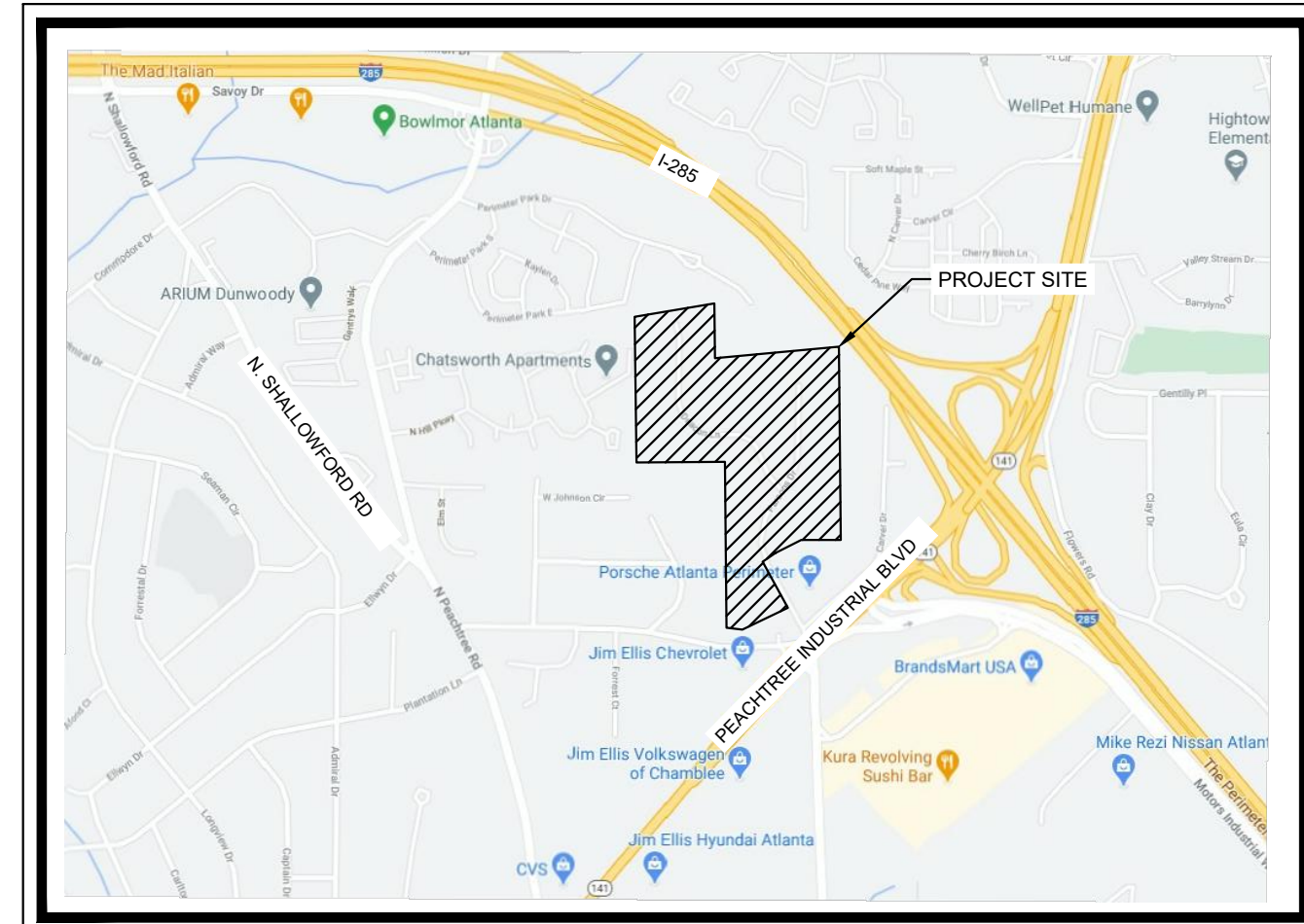
14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ 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):

None



BUILDING NUMBER	UNIT TYPE	UNIT QUANTITY
1	MULTI-FAMILY APARTMENT	160
2	MULTI-FAMILY APARTMENT	205
3	TRIPAC	8
4	TRIPAC	8
5	TRIPAC	8
6	TRIPAC	8
7	TRIPAC	8
8	TRIPAC	8
9	TOWNHOME TYPE 1	4
10	TOWNHOME TYPE 1	6
11	TOWNHOME TYPE 1	5
12	TOWNHOME TYPE 1	8
13	TOWNHOME TYPE 1	7
14	TOWNHOME TYPE 1	9
15	TOWNHOME TYPE 1	6
16	TOWNHOME TYPE 1	4
17	TOWNHOME TYPE 1	6
18	TOWNHOME TYPE 1	9
19	TOWNHOME TYPE 1	4
20	TOWNHOME TYPE 1	4
21	TOWNHOME TYPE 1	4
22	TOWNHOME TYPE 1	4
23	TOWNHOME TYPE 1	4
24	TOWNHOME TYPE 1	4
25	TOWNHOME TYPE 1	5
26	TOWNHOME TYPE 2	6
27	TOWNHOME TYPE 2	7
28	TOWNHOME TYPE 2	8
29	TOWNHOME TYPE 2	8
30	TOWNHOME TYPE 2	7
31	TOWNHOME TYPE 2	8
32	TOWNHOME TYPE 2	8
33	TOWNHOME TYPE 2	8
34	TOWNHOME TYPE 2	8
35	TOWNHOME TYPE 2	4
36	TOWNHOME TYPE 2	5
37	TOWNHOME TYPE 2	5
38	TOWNHOME TYPE 2	3
39	TOWNHOME TYPE 2	6
40	TOWNHOME TYPE 2	4
41	TOWNHOME TYPE 2	5
42	TOWNHOME TYPE 2	8
43	STACKED & PACKED	5
44	STACKED & PACKED	6
45	STACKED & PACKED	2
46	SINGLE-FAMILY	37
	TOTAL	662

**CHAMBLEE
ASSEMBLAGE**
PARSONS DRIVE & DEACON LANE, DEKALB, GA
LAND LOT 334, 18TH DISTRICT

DRI SITE PLAN

HEET NUMBER
DRI-1