

DATE: April 13, 2022

TO: CEO Michael L. Thurmond, Dekalb County
ATTN TO: Larry Washington, Planning Administrator, Dekalb County
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's 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: North Dekalb Mall Redevelopment DRI 3582

Submitting Local Government: Dekalb County

Date Opened: March 21, 2022

Date Closed: April 13, 2022

Description: A DRI Review of a proposal to redevelop the North Dekalb Mall as a mixed-use residential, office and retail center on its existing 74.3 acre site at 2050 Lawrenceville Highway in Dekalb County. The project will include a total of 300,000 SF of new or repurposed retail space, 100 townhomes, 1,700 multi-family units, 150 hotel rooms, and 200,000 SF of office space. A conservation area with walking trails will be dedicated next to the existing nature preserve west of the site. The project will include an extensive sidewalk network connecting to the surrounding areas as well as a segment of a multi-use regional trail. Vehicular access will be provided by five existing full movement driveways along North Druid Hills Road and Lawrenceville Highway. The DRI trigger is a request to rezone the property from C-1 to MU-5.

Comments:

Key Comments

The project is strongly aligned with applicable Maturing Neighborhoods policy recommendations which note: "infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks."

The project directly advances a broad range of regional policies related to walkable mixed-used development, natural resource conservation and environmental protection, transit-oriented development, adaptive reuse, and placemaking among others.

While the project will generate a significant number of new vehicular trips, its mixed-use and highly walkable design as well as immediate adjacency to several MARTA bus lines offer meaningful multi-modal alternatives to driving.

The project includes a robust pedestrian network featuring a dynamic multi-use regional trail segment and connections to surrounding commercial uses, residential neighborhoods, and open space. It also includes a direct pedestrian connection to the existing South Fork Peachtree Creek Trail. Ideally it would also provide a connection to the adjacent single-family home neighborhood around Latham Drive to create access to the project and the trail as well as a connection from the Laurel Ridge neighborhood on the north to the South Fork Peachtree Creek Trail .

The project density is appropriate to its location and provides substantial new households to support existing and new businesses as well as retail and commercial destinations for surrounding neighborhoods.

The proposed lower density townhomes and dedicated large natural green space on the project's west side properly buffers the adjacent single-family neighborhood from the project's higher intensity but complementary uses.

The project is creating or preserving a total of 19 acres of publicly accessibly green space, including a large area around the South Fork Peachtree Creek which substantially expands the existing 28 acre Clyde Shepherd Nature Preserve , which is roughly 3 times the amount required. Further, no existing trees or natural areas are being removed.

General Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, the site of this DRI is designated as Maturing Neighborhoods. The Plan's Regional Development Guide (RDG) provides general information and policy recommendations for Maturing Neighborhoods as described at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

The TIS includes a list of projects on page 18. This list should include the North Druid Hill Bridge Replacement over CSX from Spring Creek Road to Willivee Drive (DK-475). The construction phase is currently programmed in FY 2025.

The project is expected to generate a total of roughly 15,000 daily new car trips. Roadway improvements to mitigate the traffic impact are proposed. Significant multi-modal pedestrian and transit options are incorporated into the project and provide meaningful alternatives to driving.

A total of 1,532 non-residential parking spaces are proposed in a mix of surface, street, and structured parking facilities.

Additional bicycle parking spaces would strengthen the project's multi-modal transportation approach. Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resource Group Comments

ARC's Natural Resource Group comments are attached.

The site plan and the USGS coverage for the project area show the South Fork of Peachtree Creek forming the southwestern and western boundaries of the project property. The site plan also shows an unnamed tributary to the South Fork of Peachtree in the western end of the property. Neither the County 75-foot stream buffer or 25-foot State Sediment and Erosion Control buffer are shown along the streams. However, both are entirely within the conservation area portion of the project, which extends beyond the width of the buffers. The only proposed activity shown in the conservation area is a proposed future trail paralleling the South Fork of Peachtree Creek. Given that paths are allowed in the buffer under the DeKalb ordinance, a variance may not be needed outside the 25-foot State buffer. Any unmapped streams on the property may also be subject to the City buffer ordinance. Any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

Other Environment Comments

The project can further support The Atlanta Region's Plan by incorporating other aspects of regional environmental 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. Adequate tree canopy to reduce the urban heat island effect of the roughly 900 surface parking spaces proposed would also reinforce regional heat and climate change mitigation goals. Inclusion of additional EV charging stations would be supportive of regional EV infrastructure development plans.

Dekalb County Comments

Dekalb County comments are attached.

The Dekalb County Long Range Planning Division provided comments regarding MARTA service. They requested that MARTA bus service be retained on Sweet Briar Road immediately adjacent to the development to provide the closest access and that the applicants redesign of that road segment include two bus pull-outs. They also requested that MARTA be directly included in the design process.

The Dekalb County Public Works – Transportation Division expressed concerns about the calibration of the TIS trip generation model regarding existing conditions. The level of service shown as existing in the study tables seems much higher than what is observed in the field along North Druid Hills. Traffic is daily backed up on North Druid Hills to Willivee Road and often to Clairmont Road from Lawrenceville Highway in the PM peak hour.

The Division also requested that a proposed right turn lane on Mistletoe Road be included in the GRTA Notice of Decision as an Attachment C rather than Attachment A condition due to the lack of right of way and potential impacts to adjacent properties. Further, the Division requested a multi-use path connection from the Laurel Ridge Subdivision on the north side of N. Druid Hills Road to the South Fork Peachtree Creek Greenway Trail. If there is only room for either the multiuse path or a right turn lane, the multiuse path takes priority. The right turn lane is seen as only providing a minimal improvement at a substantial cost. Last, the Division supports the left turn lanes proposed on Birch Road and Orion Drive. Dekalb County Commissioner Rader's office expressed agreement with the above Dekalb County comments.

Unified Growth Policy: Maturing Neighborhoods

This DRI site falls under the UGPM Maturing Neighborhoods category which are older neighborhoods that include both single- and multi-family development, as well as commercial and office uses at connected key locations, that were mostly built out before 1980. They represent the largest part of the region that is facing infill and redevelopment pressures. In many cases, infrastructure is in place to handle additional growth, but in some areas, infrastructure is built out with limited capacity for expansion. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as regional routes for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks.

The intensity and land use of this project strongly aligns with The Atlanta Region's Plan's recommendations for Maturing Neighborhoods. The project utilizes previously developed land for new higher-density office, retail, and residential uses in a manner that can relieve development pressure on surrounding single family neighborhoods. Dekalb County leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural resources.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:		
ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION

GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CITY OF TUCKER
CITY OF AVONDALE ESTATES
TUCKER – NORTHLAKE COMMUNITY IMPROVEMENT DISTRICT

GEORGIA CONSERVANCY
CITY OF DECATUR
MARTA

DEKALB COUNTY
CITY OF CLARKSTON
CITY OF ATLANTA

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



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DRI #3582

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: DeKalb County
 Individual completing form: Larry Washington
 Telephone: 404-275-4198
 E-mail: Lwashington@DeKalbcountyga.gov

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

Proposed Project Information

Name of Proposed Project: North DeKalb Mall Redevelopment
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 2050 Lawrenceville Highway Decatur GA 30033
 Brief Description of Project: Description :Mixed use development that consist of retail,office,hotel ,multi-family and townhouses. The development program is as follows: Retail: 300,000 SF Office: 200,000 SF Hotel: 150 Rooms Multi-Family: 1,700 Units Townhouses: 100 Units

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.): 1,800

Developer: EDM Edens, LLC (Jim McKenney)

Mailing Address: 3050 Peachtree Road, NW Suite 580

Address 2:

City:Atlanta State: GA Zip:30305

Telephone: 770.569.5509

Email: jmckenney@edens.com

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

If yes, property owner:

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)YesNo

If yes, provide the following information:

Project Name: North DeKalb Mall Redevelopment

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)YesNo

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

Estimated Project Completion Dates:

This project/phase: 2028

Overall project: 2028

Back to Top



Developments of Regional Impact

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DRI #3582

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: DeKalb County
Individual completing form: Larry Washington
Telephone: 404-275-4198
Email: Lwashington@DeKalbcountyga.gov

Project Information

Name of Proposed Project: North DeKalb Mall Redevelopment
DRI ID Number: 3582
Developer/Applicant: EDM Edens, LLC (Jim McKenney)
Telephone: 770.569.5509
Email(s): jmckenney@edens.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: \$800,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 11,000,000

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): 608,671 SF of vacant and leased mall space will be demolished.

Water Supply

Name of water supply: DeKalb County

provider for this site:

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

0.68 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)?

0.82 MGD

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

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

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

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

Land Transportation

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

15,748 net daily trips, 1,060 net AM peak trips, 918 net peak trips

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

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

If yes, please describe below: Please refer to the traffic study prepared by Kimley-Horn and Associates.

Solid Waste Disposal

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

17,241 tons

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

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

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

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the

+/-74%

proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The proposed development will utilize buffers, detention, runoff reduction or water quality as necessary to meet the DeKalb County and the State of Georgia stormwater requirements for the site.

Environmental Quality

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

- 1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
- 2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
- 3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
- 4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
- 5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
- 6. Floodplains? ☐ (not selected) ☐ Yes ☒ No
- 7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
- 8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
Note#6: Site is located adjacent to, but not impacting a floodplain of the South Fork Peachtree Creek.

[Back to Top](#)

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

DRI INFORMATION

DRI Number #3582

DRI Title North DeKalb Mall Redevelopment

County DeKalb County

City (if applicable)

Address / Location Southwest quadrant of the intersection of Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road

Proposed Development Type: It is proposed to develop 100 townhome units, 1,700 units of multifamily residential units, 150 room hotel. 180,000 sf of office space, and 320,000 sf of retail space.

Build Out: 2028

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division

Staff Lead Aries Little

Copied Marquitrice Mangham

Date March 21, 2022

TRAFFIC STUDY

Prepared by Kimley-Horn

Date March 17, 2022

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 does incorporate a list of projects on page 18. However, the project list should include the North Druid Hill Bridge Replacement over CSX from Spring Creek Road to Willivee Drive (DK-475). The construction phase is currently programmed in FY 2025.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

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)*

Regional Thoroughfares Lawrenceville Highway (US 29/SR 8) and Stone Mountain Freeway (US 78/SR 410) are perpendicular to- and/or connected via North Druid Hills to the development's proposed access points located at Birch Road, Oak Tree Road, Mistletoe Road, Mall Driveway and Orion Drive.

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*)

[Click here to provide comments.](#)

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

[Click here to enter name of operator and rail line](#)

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) Routes 8, 75, and 123

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

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 currently provides rail services within DeKalb County and fixed route bus services within the jurisdiction of the development site.

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)

The project site's approximate location is adjacent to Outer Loop/ Creek Trail which is connected to Pine Forest Trail, Hardwood Forest Trail, and Beaver Pond Trail. Currently, there is no direct and feasible access from the site to the trail(s).

☐ 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)

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)

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)*

Click here to enter text.

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

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

Click here to enter text.

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

Short Title

NORTH DRUID HILLS BRIDGE REPLACEMENT OVER CSX RAILROAD FROM SPRING CREEK ROAD TO WILLIVEE DRIVE

GDOT Project No.

0017991

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Bridge Upgrade

Sponsor

DeKalb County

Jurisdiction

DeKalb County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

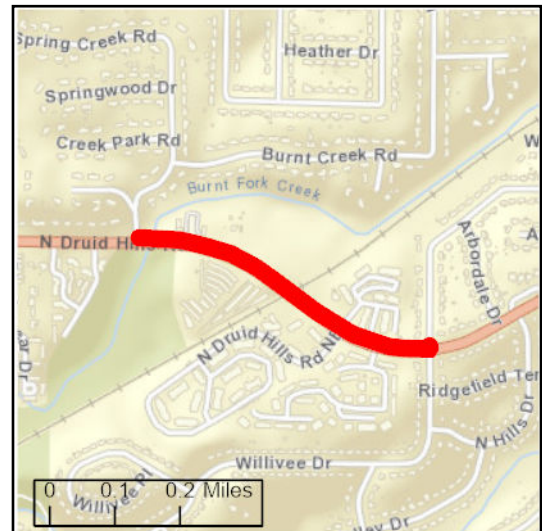
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Network Year

TBD

Corridor Length

N/A miles



Detailed Description and Justification

The purpose of the project is to replace the existing deficient bridge over the CSX Railroad. Other improvements within the corridor include the addition of a center two-way left turn lane as well as 10-foot multi-use trails along both shoulders. These corridor-wide improvements will necessitate the extension of an existing bridge culvert carrying Burnt Fork Creek, just east of Spring Creek Drive.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$900,000	\$720,000	\$0,000	\$0,000	\$180,000
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2024	\$2,000,000	\$1,600,000	\$0,000	\$0,000	\$400,000
UTL	Local Jurisdiction/Municipality Funds		2025	\$300,000	\$0,000	\$0,000	\$0,000	\$300,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2025	\$9,300,000	\$7,000,000	\$0,000	\$0,000	\$2,300,000
				\$12,500,000	\$9,320,000	\$0,000	\$0,000	\$3,180,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



NORTH DEKALB MALL REDEVELOPMENT DRI
DeKalb County
Natural Resources Group Review Comments
March 21, 2022

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 project property is located in the Peachtree Creek watershed, which is in the portion of the Chattahoochee River watershed drains into the Chattahoochee River Corridor. Peachtree Creek drains 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. 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 more than seven miles upstream of the nearest proposed public water supply intake on the Chattahoochee.

Stream Buffers

The site plan and the USGS coverage for the project area show the South Fork of Peachtree Creek forming the southwestern and western boundaries of the project property. The site plan also shows an unnamed tributary to the South Fork of Peachtree in the western end of the property. Neither the County 75-foot stream buffer or 25-foot State Sediment and Erosion Control buffer are shown along the streams. However, both are entirely within the conservation area portion of the project, which extends beyond the width of the buffers. The only proposed activity shown in the conservation area is a proposed future trail paralleling the South Fork of Peachtree Creek. Given that paths are allowed in the buffer under the DeKalb ordinance, a variance may not be needed outside the 25-foot State buffer. Any unmapped streams on the property may also be subject to the City buffer ordinance. Any unmapped State waters identified on the property may also 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.

Donald Shockey

From: Donald Shockey
Sent: Tuesday, April 5, 2022 2:26 PM
To: Smith, Sylvia
Cc: Keeter, Patrece
Subject: RE: 2022 North DeKalb Mall DRI 3582 Comments - Sweet Briar Road

Hi Syliva,

Thanks much for your comments. They will be clearly noted in the final report.

Best,

Donald Shockey

Donald P. Shockey, AICP, LEED GA

Plan Review Manager, Community Development

Atlanta Regional Commission

P | 470.378.1531

DShockey@atlantaregional.org

atlantaregional.org

International Tower

229 Peachtree Street NE | Suite 100

Atlanta, Georgia 30303

From: Smith, Sylvia <sasmith@dekalbcountyga.gov>
Sent: Monday, April 4, 2022 4:57 PM
To: Donald Shockey <DShockey@atlantaregional.org>
Cc: Keeter, Patrece <pgkeeter@dekalbcountyga.gov>; Hudson, Cedric <chudson@dekalbcountyga.gov>
Subject: 2022 North DeKalb Mall DRI 3582 Comments - Sweet Briar Road

Hi Donald,

We had discussions with MARTA about keeping service on Sweet Briar Road. In addition to keeping the service, we want the developer to include two bus pull-outs in their design and construction improvements for Sweet Briar Road. Include MARTA in the design phase.

Thanks,

Sylvia Smith

Long Range Planning Manager

Donald Shockey

Subject: FW: North DeKalb Mall DRI comments

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From: Keeter, Patrece <pgkeeter@dekalbcountyga.gov>

Sent: Monday, April 4, 2022 4:58:05 PM

To: Donald Shockey <DShockey@atlantaregional.org>

Cc: Meyer, Eric A. <EAMeyer@dekalbcountyga.gov>; Smith, Sylvia <sasmith@dekalbcountyga.gov>

Subject: North DeKalb Mall DRI comments

1. I have concerns about calibration of the submitted model to existing conditions. The level of service shown as existing in the study tables seems much higher than what is observed in the field along North Druid Hills. Traffic is daily backed up on North Druid Hills to Willivee Road and often to Clairmont Road from Lawrenceville Hwy in the PM peak hour.
2. Requesting that the right turn lane on Mistletoe be included in Attachment C (and not Attachment A) due to the lack of existing right of way and impacts to other properties. It is the desire of the County to have a multiuse path connection to the Laurel Ridge Subdivision to the South Fork Peachtree Creek Greenway Trail. If there is only room for either the multiuse path OR the right turn lane, we prefer the multiuse path. Based on the intersection LOS- the difference in adding the right turn lane from increases delay for the intersection from 19.8 seconds to 21.3 seconds in the PM peak hour- at a significant cost. The individual northbound movement goes from 74.5 seconds to 72.6 seconds of delay. Not a strong case to include it.
3. Ok with left turn lane at Birch and the additional left turn lane at Orion remaining in Attachment A.

Regards-

Patrece Keeter

Engineering Manager

PW- Transportation Division

DEVELOPMENT SUMMARY

DEVELOPMENT SUMMARY

SITE SUMMARY:

CURRENT ZONING:

C-1

PROPOSED ZONING:

MU-4

SITE AREA (AC.):

73.11

TOTAL OPEN SPACE (AC):

19.04

REQ. OPEN SPACE (10%) (AC.):

7.31

BUILDING SETBACKS:

FRONT (FT):

0

SIDE (FT):

0

BACK (FT):

10

TRANSITIONAL BUFFERS:

ABUTTING RESIDENTIAL (FT)

50

ADDITIONAL INFORMATION:

BASE DENSITY ALLOWED

24 DWELLING UNITS/ ACRE

BONUSES:

PUBLIC IMPROVEMENTS

20%

MIXED-USE

20%

AMENITY PROXIMITY

20%

DEVELOPMENT SUMMARY

PROPOSED LAND USES & DENSITIES:

RESIDENTIAL (TOTAL COMBINED):

1,800 DU MAXIMUM

MULTI-FAMILY:

1,700 DU MAXIMUM

TOWNHOMES:

200 DU MAXIMUM

RETAIL/RESTAURANT/ENTERTAINMENT:

320,000 SF

HOTEL:

150 ROOMS

OFFICE:

180,000 SF

NON-RESIDENTIAL USE PERCENTAGE:

20% MINIMUM

PROPOSED BUILDING HEIGHTS:

RETAIL:

2-STORY (50FT) MAX

MULTI-FAMILY:

6-STORY (75FT) MAX

MULTI-FAMILY + RETAIL:

7-STORY (85FT) MAX

TOWNHOMES:

3-STORY (45FT) MAX

OFFICE:

8-STORY (100FT) MAX

HOTEL:

8-STORY (100FT) MAX

TRAFFIC ENGINEERING CONTACT:
JOHN WALKER, P.E., PTOE
KIMLEY-HORN & ASSOCIATES
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
470-273-3181

SITE PLANNER CONTACT:
EMILY FLOOD, P.E.
KIMLEY-HORN & ASSOCIATES
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
470-299-7059

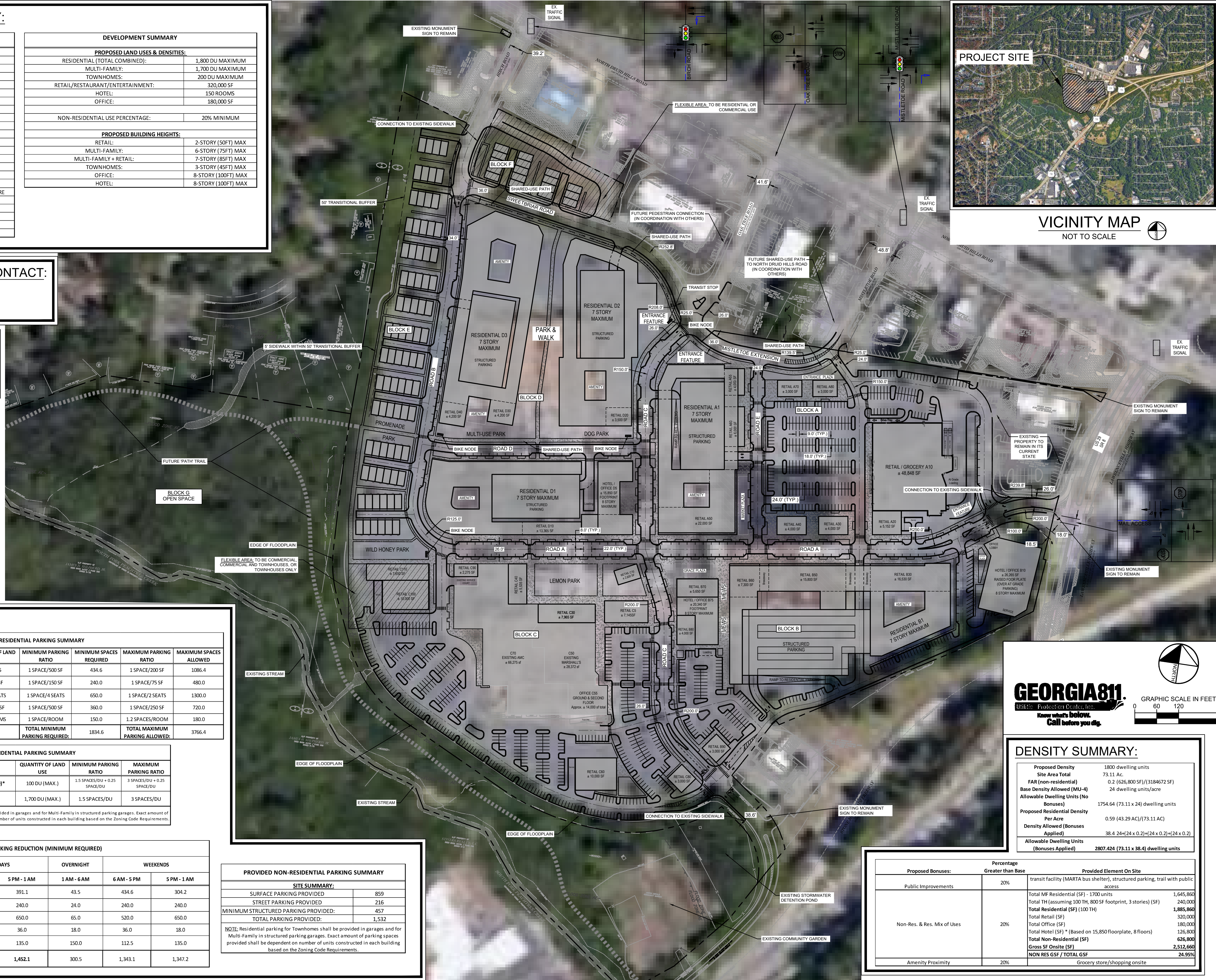
CLIENT CONTACT:
JIM MCKENNEY
NDM (EDENS), LLC
1272 5TH STREET NE. 200
WASHINGTON, DC 20002
803-269-8913

PARKING SUMMARY:

NON-RESIDENTIAL PARKING SUMMARY					
LAND USE	QUANTITY OF LAND USE	MINIMUM PARKING RATIO	MINIMUM SPACES REQUIRED	MAXIMUM PARKING RATIO	MAXIMUM SPACES ALLOWED
RETAIL & GROCERY	217,275	1 SPACE/500 SF	434.6	1 SPACE/200 SF	1086.4
RESTAURANT	36,000 SF	1 SPACE/150 SF	240.0	1 SPACE/75 SF	480.0
THEATER	2,600 SEATS	1 SPACE/4 SEATS	650.0	1 SPACE/2 SEATS	1300.0
OFFICE	180,000 SF	1 SPACE/500 SF	360.0	1 SPACE/250 SF	720.0
HOTEL	150 ROOMS	1 SPACE/ROOM	150.0	1.2 SPACES/ROOM	180.0
		TOTAL MINIMUM PARKING REQUIRED:	1834.6	TOTAL MAXIMUM PARKING ALLOWED:	3766.4

RESIDENTIAL PARKING SUMMARY			
LAND USE	QUANTITY OF LAND USE	MINIMUM PARKING RATIO	MAXIMUM PARKING RATIO
TOWNHOMES (SINGLE FAMILY ATTACHED)*	100 DU (MAX.)	1.5 SPACES/DU + 0.25 SPACE/DU	3 SPACES/DU + 0.25 SPACE/DU
MULTI-FAMILY*	1,700 DU (MAX.)	1.5 SPACES/DU	3 SPACES/DU
* Residential parking for Townhomes shall be provided in garages and for Multi-Family in structured parking garages. Exact amount of parking spaces provided shall be dependent on number of units constructed in each building based on the Zoning Code Requirements.			

SHARED PARKING REDUCTION (MINIMUM REQUIRED)					
LAND USE	WEEKDAYS		OVERNIGHT	WEEKENDS	
	6 AM - 5 PM	5 PM - 1 AM	1 AM - 6 AM	6 AM - 5 PM	5 PM - 1 AM
RETAIL & GROCERY	260.7	391.1	43.5	434.6	304.2
RESTAURANT	120.0	240.0	24.0	240.0	240.0
THEATER	260.0	650.0	65.0	520.0	650.0
OFFICE	360.0	36.0	18.0	36.0	18.0
HOTEL	112.5	135.0	150.0	112.5	135.0
TOTAL	1,113.2	1,452.1	300.5	1,343.1	1,347.2



SUMMARY:

Proposed Density	1800 dwelling units
Site Area Total	73.11 Ac.
FAR (non-residential)	0.2 (626,800 SF)/(3184672 SF)
Base Density Allowed (MU-4)	24 dwelling units/acre
Allowable Dwelling Units (No Bonuses)	1754.64 (73.11 x 24) dwelling units
Proposed Residential Density	0.59 (43.29 AC)/(73.11 AC)
Per Acre	
Density Allowed (Bonuses Applied)	38.4 x24 +(24 x 0.2)+(24 x 0.2)+(24 x 0.2)
Allowable Dwelling Units (Bonuses Applied)	2807.424 (73.11 x 38.4) dwelling units

Provided Element On Site	
transit facility (MARTA bus shelter), structured parking, trail with public access	
Total MF Residential (SF) - 1700 units	1,645,860
Total TH (assuming 100 TH, 800 SF footprint, 3 stories) (SF)	240,000
Total Residential (SF) (100 TH)	1,885,860
Total Retail (SF)	320,000
Total Office (SF)	180,000
Total Hotel (SF) * (Based on 15,850 Floorplate, 8 floors)	126,800
Total Non-Residential (SF)	626,800
Gross SF Onsite (SF)	2,512,660
NON RES GSF / TOTAL GSF	24.95%
Grocery store/shopping onsite	

Percentage Greater than Base		Provided Element On Site	
Proposed Bonuses:		transit facility (MARTA bus shelter), structured parking, trail with public access	
Public Improvements	20%		
Non-Res. & Res. Mix of Uses	20%	Total MF Residential (SF) - 1700 units	1,645,860
		Total TH (assuming 100 TH, 800 SF footprint, 3 stories) (SF)	240,000
		Total Residential (SF) (100 TH)	1,885,860
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		NON RES GSF / TOTAL GSF	24.95%
Amenity Proximity	20%	Grocery store/shopping onsite	

Drawing name: K:\ALP_PRJ\01838\014_North Dekalb Mall\CAD\Plansheets\C1-50 - DRI SITE PLAN.dwg C1-50 REZONING SITE PLAN Mar 17, 2022 4:17pm By: Taylor Jones

DEVELOPMENT SUMMARY:

DEVELOPMENT SUMMARY	
SITE SUMMARY:	
CURRENT ZONING:	C-1
PROPOSED ZONING:	MU-4
SITE AREA (AC.):	
TOTAL OPEN SPACE (AC.):	73.11
REQ. OPEN SPACE (10%) (AC.):	19.04
7.31	
BUILDING SETBACKS:	
FRONT (FT):	0
SIDE (FT):	0
BACK (FT):	10
TRANSITIONAL BUFFERS:	
ABUTTING RESIDENTIAL (FT)	50
ADDITIONAL INFORMATION:	
BASE DENSITY ALLOWED	24 DWELLING UNITS/ ACRE
BONUSES:	
PUBLIC IMPROVEMENTS	20%
MIXED-USE	20%
AMENITY PROXIMITY	20%

DEVELOPMENT SUMMARY	
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20% MINIMUM	
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RETAIL:	2-STORY (50FT) MAX
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TRAFFIC ENGINEERING CONTACT:

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KIMLEY-HORN & ASSOCIATES
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
470-273-3181

SITE PLANNER CONTACT:

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CLIENT CONTACT:

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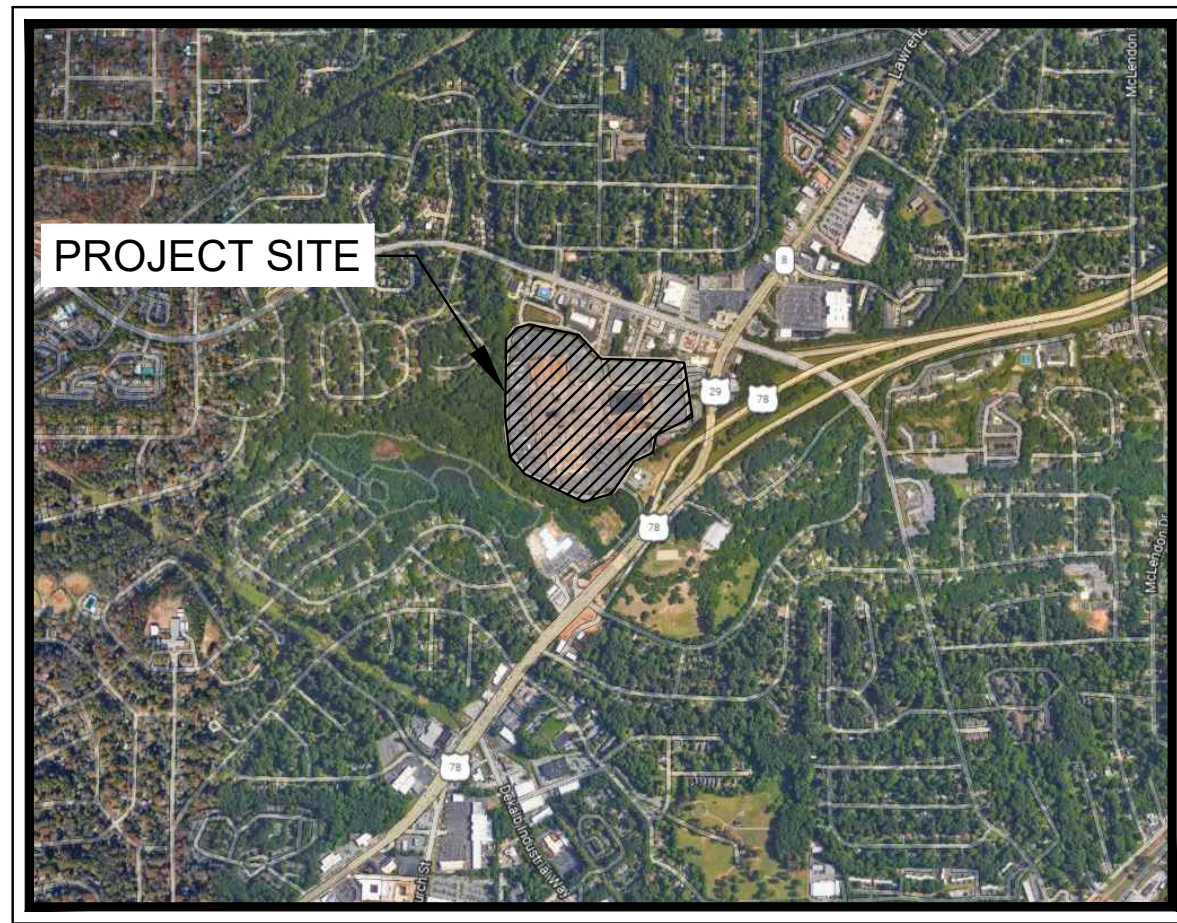
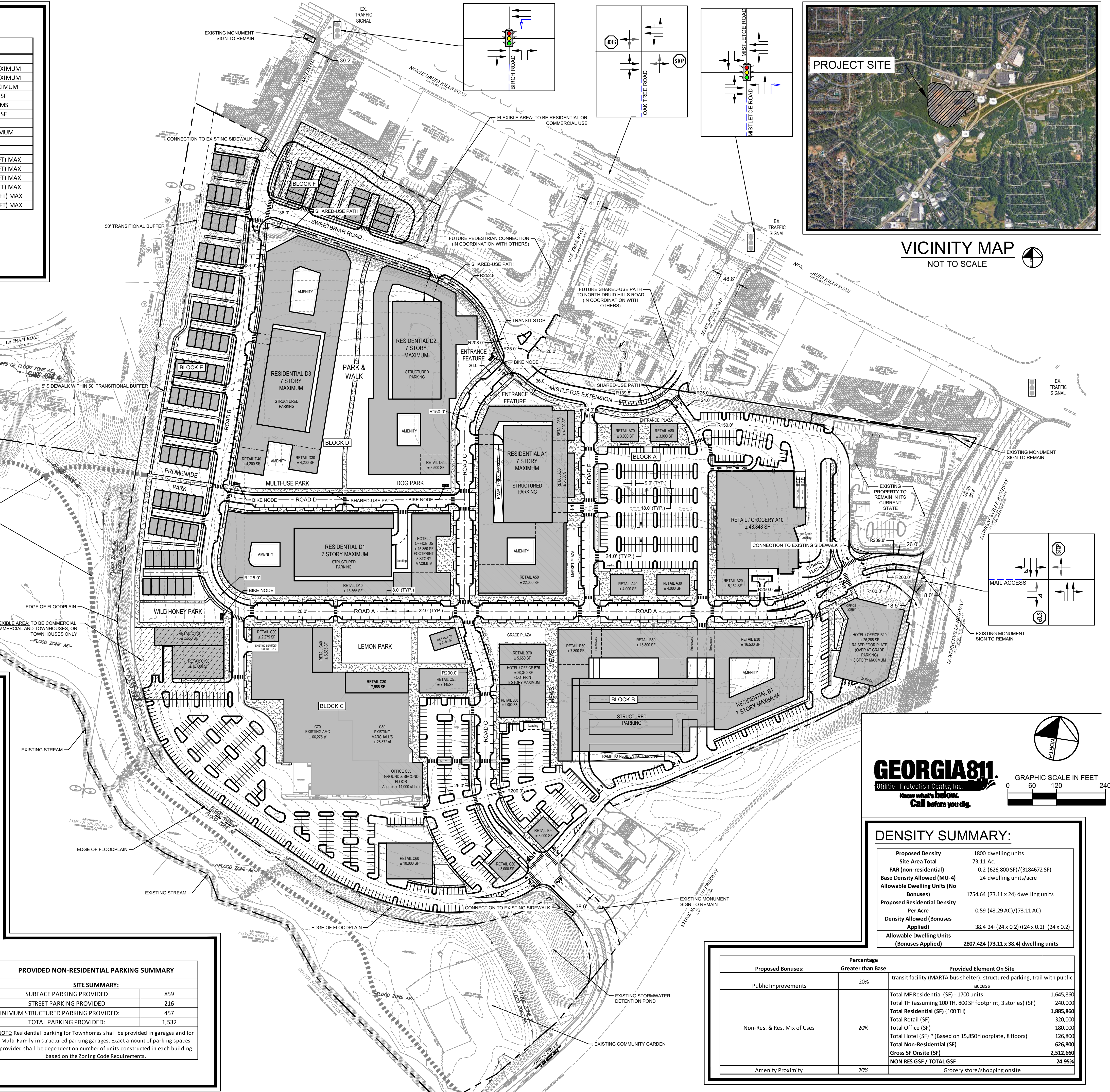
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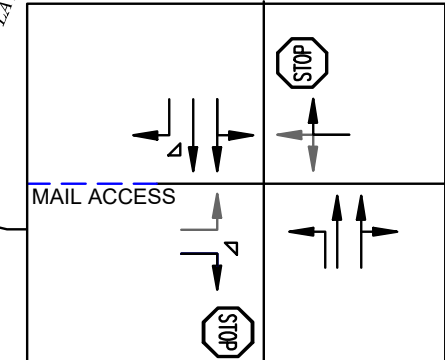
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HOTEL	112.5	135.0	150.0	112.5	135.0
TOTAL	1,113.2	1,452.1	300.5	1,343.1	1,347.2

PROVIDED NON-RESIDENTIAL PARKING SUMMARY	
SITE SUMMARY:	
SURFACE PARKING PROVIDED	859
STREET PARKING PROVIDED	216
MINIMUM STRUCTURED PARKING PROVIDED:	457
TOTAL PARKING PROVIDED:	1,532

NOTE: Residential parking for Townhomes shall be provided in garages and for Multi-Family in structured parking garages. Exact amount of parking spaces provided shall be dependent on number of units constructed in each building based on the Zoning Code Requirements.



VICINITY MAP
NOT TO SCALE



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DENSITY SUMMARY:

Proposed Density	1800 dwelling units
Site Area Total	73.11 Ac.
FAR (non-residential)	0.2 (626,800 SF)/(3184672 SF)
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		Amenity Proximity	20%
		Grocery store/shopping onsite	

Kimley»Horn
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NDM (EDENS), LLC
3050 PEACHTREE ROAD, NW SUITE 580
ATLANTA, GA 30305

DRI #3582
NORTH DEKALB MALL
REDEVELOPMENT
2050 LAWRENCEVILLE HWY, DECATUR, GA 30033

GSWCC NO. (LEVEL II) 00000XXXXX
DRAWN BY CLH
DESIGNED BY CLH
REVIEWED BY TML
DATE 02/21/2022
PROJECT NO. 018381014
TITLE
ZONING SITE PLAN
SHEET NUMBER
C1-50