

DATE: October 27, 2022

TO: CEO Michael 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: Apex Audubon DRI 3783

Submitting Local Government: DeKalb County

Date Opened: October 10, 2022

Date Closed: October 27, 2022

Description: A DRI review of a proposal to construct 775 residential units and 20,000 SF of retail space on a 7.24-acre site located in unincorporated DeKalb County off of Woodcock Boulevard at the I-85/Chamblee Tucker Road interchange.

Comments:

Key Comments

The Atlanta Region's Plan assigns the Regional Employment Corridor growth management designation to the project site. The project's addition of a substantial amount of housing and linkage to preserved greenspace is well aligned with Regional Corridor growth policies which note the prevalence of "new uses in traditionally employment-focused areas" and a need for "accessible public greenspace...which affects the overall aesthetics and quality of life for residents and workers."

The project's mix of residential and retail uses, and its reuse of a previously developed site, are strongly supportive of regional growth and placemaking policies.

The project's creation of 775 household units directly fronting two MARTA bus stops is highly transit-supportive in keeping with regional transportation policies.

The proposed comprehensive internal pedestrian network is strongly supportive of regional multi-modal transportation and walkability policies; the inclusion of crosswalks across Woodcock Road at the Frontage Road and driveway A would better link the project to surrounding uses.

The proposed off-site pedestrian walkways providing access to the adjacent Mercer University wetlands and forest areas, as well as a future connection to the Peachtree Creek Greenway, are strongly supportive of regional environmental goals.

The project is expected to generate a total of 3,970 daily new vehicular trips; several roadway/intersection improvements are proposed to mitigate the impact of these trips.

A total of 1,020 parking spaces in structured decks are proposed which is less than half of the maximum allowed and is supportive of regional multi-modal transportation policies.

The project will include bicycle parking spaces and EV charging spaces as required by DeKalb County which is supportive of regional multi-modal transportation policies.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Regional Employment Corridor; corresponding policy recommendations are provided at the end of these comments.

The project will add 775 residential units to an area now exclusively used for office and educational uses which creates an ability walk or take short trips to some employment destinations and Mercer University. Two MARTA bus stops in front of the property provide immediate transit access.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached.

The project is expected to generate a total of 3,970 new vehicular trips. Several roadway/intersection improvements are identified to reduce the impact of these new trips on surrounding roadways. The project will create 775 new household units directly fronting two MARTA bus stops which is highly supportive of regional transportation policies.

The proposed comprehensive internal pedestrian network is strongly supportive of regional multi-modal transportation and walkability policies. However, there are no proposed pedestrian crosswalks across Woodcock Boulevard linking the project to adjacent office and commercial uses. Crosswalks should be

provided across Woodcock Boulevard at the Frontage Road and driveway A would better link the project to surrounding uses.

A total of 1,020 parking spaces in structured decks are proposed which is less than half of the maximum allowed and is supportive of regional multi-modal transportation policies.

In addition to standard vehicle parking, the proposed development will include a minimum of 1 bicycle space per 20 vehicle spaces (up to 50 bicycle spaces), dedicated parking for alternative charging vehicles, and dedicated loading/unloading spaces, per code. Ideally, bike and EV parking spaces can be maximized for further support of multi-modal transportation goals.

Care should be taken to ensure that the development promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, 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 Resources Group full comments are attached.

Both the USGS coverage for the project area and the project site plan show no streams on the project property. Any unmapped streams on the property may be subject to the City buffer ordinance and any unmapped State waters identified on the property may be subject to the State 25-foot Sediment and Erosion Control buffer.

Other Environmental Comments

The re-use of the existing large surface parking areas and building footprints is highly supportive of regional stormwater and redevelopment goals.

The proposed off-site pedestrian walkways providing access to the adjacent Mercer University wetlands and forest areas, as well as a future connection to the Peachtree Creek Greenway, are strongly supportive of regional environmental goals.

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.

City of Doraville Comments

The City of Doraville submitted comments which are attached. They recommended more crosswalks on the rear drive, especially near the connections to the Peachtree Creek Greenway.

Unified Growth Policy Considerations: Regional Employment Corridor

According to the Atlanta Region's Plan, Regional Employment Corridors represent the densest development outside of the Region Core. Regional Employment Corridors connect several Regional Centers with the Region Core via existing capacity transportation facilities. These areas contain a large share of the region's jobs in a relatively small land area. These areas are also increasing in both housing and job density and are experiencing increased redevelopment and new uses in traditionally employment-focused areas. There is a lack of accessible public greenspace within Regional Employment Corridors, which affects the overall aesthetics and quality of life for residents and workers.

The intensity and land use of this proposed project strongly aligns with The Atlanta Region's Plan's recommendations for Regional Employment Corridors. The project's reuse of an existing site, provision of substantial new housing adjacent to employment and transit, and connection to preserved greenspace all respond to Regional Employment Corridor and other regional policies and recommendations. Dekalb County staff and leadership, along with the applicant team, should collaborate closely to ensure maximum sensitivity to the needs of nearby local governments, stakeholders, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF CHAMBLEE
CITY OF DORAVILLE	CITY OF BROOKHAVEN	CITY OF TUCKER
GWINNETT COUNTY	FULTON COUNTY	MARTA

For questions, 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>.



Developments of Regional Impact

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DRI #3783

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: Apex Audubon

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 3355 Northeast Expressway Atlanta, GA 30341

Brief Description of Project: Proposed 700 residential units and 20,000 SF of retail space on approximately 7.24-acres

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input 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 checked="" 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.): 700 multi-family residential units and 20,000 SF of retail space.

Developer: Alpha Capital Partners, LLC

Mailing Address: Beacon 1,44 Abele Road, Suite 44

Address 2:

City: Bridgeville State: PA Zip: 15017

Telephone: 678-940-9729

Email: pcables@alpharesidential.com

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

If yes, property owner: 3395 Northeast Expressway, LLC; 3375 Northeast Expressway, LLC;

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

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

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)Yes

No

If yes, provide the following information:

Project Name:
Project ID:

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

Rezoning

Variance

Sewer

Water

Permit

Other

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: 2026
Overall project: 2026

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DRI #3783

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: Apex Audubon
DRI ID Number: 3783
Developer/Applicant: Alpha Capital Partners, LLC
Telephone: 678-940-9729
Email(s): pcables@alpharesidential.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: \$310,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$193,750

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): 115,088 SF pf existing office space in three (3) buildings to 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)? 0.23 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)? 0.19 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.) 3,970 net new daily trips, 346 AM peak hour trips, 333 PM peak hour 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 impact study prepared by Kimley-Horn and Associates.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2,044 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

85%

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:Stormwater detention and runoff reduction will be designed and implemented per DeKalb County code.

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:

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APEX AUDUBON DRI
DeKalb County
Natural Resources Group Review Comments
October 11, 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 in turn is within the Chattahoochee River Watershed. Peachtree Creek's confluence with the Chattahoochee River is 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

Both the USGS coverage for the project area and the project site plan show no streams on the project property. Any unmapped streams on the property may be subject to the City buffer ordinance and any unmapped State waters identified on the property may 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 #3783
DRI Title Apex Audubon
County DeKalb County
City (if applicable) N/A
Address / Location 3355 Northeast Expressway, Atlanta, GA 30341

Proposed Development Type:

Proposed construction of 775 residential units and 20,000 SF of retail space on a 7.24-acre site located in unincorporated DeKalb County off of Woodcock Boulevard at the I-85/Chamblee Tucker Road interchange.

Build Out: 2026

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date October 17, 2022

TRAFFIC STUDY

Prepared by Kimley-Horn
Date October 1, 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*)

RTP, pg. 14 on the traffic study.

☐ 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*)

Site Driveway B and Site Driveway C are accessed via the I-85 Frontage Road, which isn't a Regional Thoroughfare.

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*)

Site Driveway B and Site Driveway C are accessed via the I-85 Frontage Road, which isn't a Regional Truck Route.

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

There's a MARTA station (Chamblee) approximately 2 miles outside of the project site, so while the question is not applicable there is a MARTA shuttle that takes visitors from the site to that station.

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) 47

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

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*

Note – Proposed connection to the planned Peachtree Creek Greenway Trail will be determined as the site proceeds through the permitting process.

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):

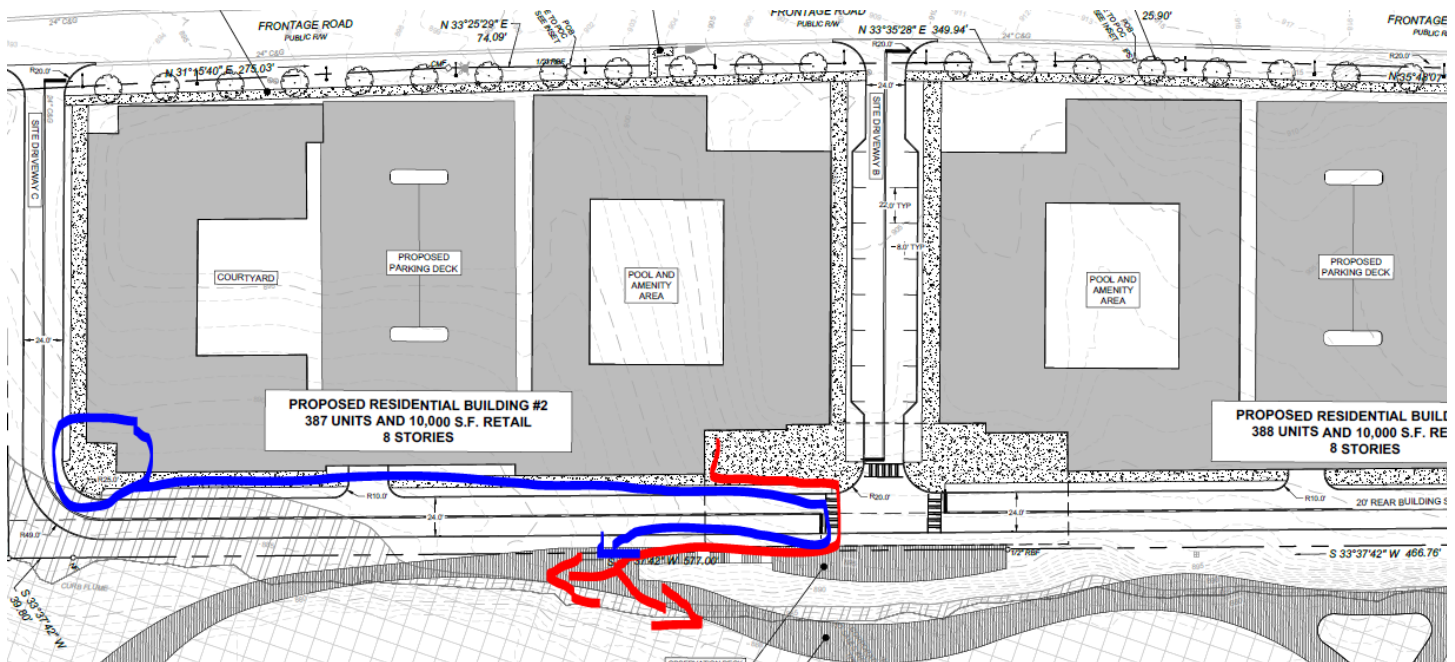
None at this time.

Donald Shockey

From: Austin Shelton <Austin.Shelton@Doravillega.us>
Sent: Thursday, October 6, 2022 10:00 AM
To: Forder, Harrison
Cc: Naomi Siodmok; Donald Shockey; Beth Davis
Subject: RE: [External Sender] Apex Audubon DRI #3783 - DRI Submittal Package

Thank you for the quick reply!

My only comments was that I think there should be more crosswalks on the rear drive, especially near connection to the PCG. It doesn't appear there is a proposed sidewalk on the other side of the rear drive, which may be by design, and the only place to cross is to the observation deck. But the PCG connection itself looks like it is larger than just the observation deck, so people exiting the building will likely just cross immediately if they are going to the PCG (red lines below). In addition, the corners of the building appear to have points of ingress and egress, so somebody coming or going those directions is likely also going to use the most direct route (blue lines).



Let me know if that isn't clear. Thank you for your time!



Austin Shelton

Senior Planner, Department of Community Development

470-622-9357 ✉ austin.shelton@doravillega.us

3725 Park Ave, Doraville, GA 30340

www.doravillega.us | 

From: Forder, Harrison <Harrison.Forder@kimley-horn.com>

Sent: Thursday, October 6, 2022 9:41 AM

To: Austin Shelton <Austin.Shelton@Doravillega.us>

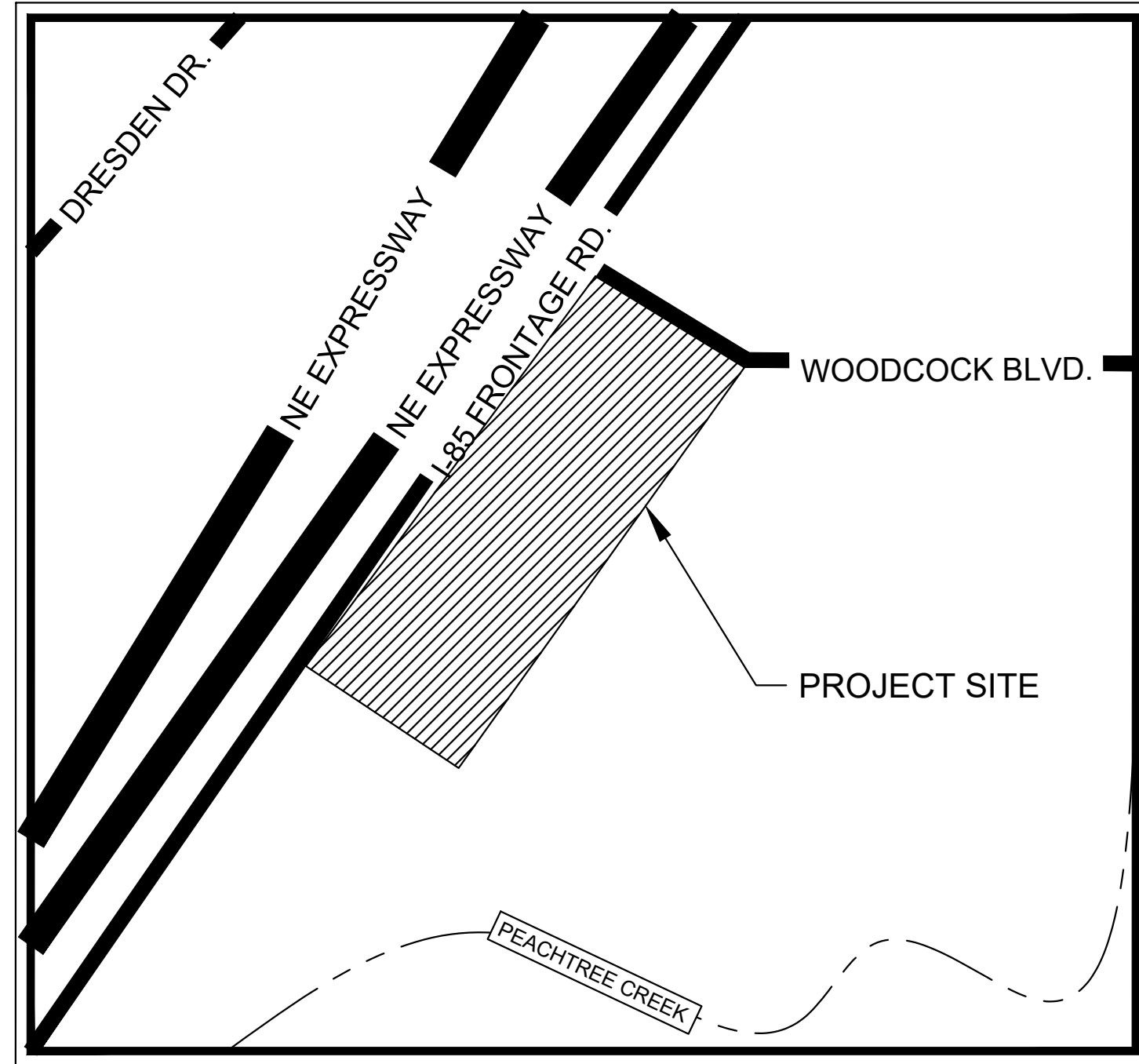
Cc: Naomi Siodmok <Naomi.Siodmok@Doravillega.us>; Donald Shockey <DShockey@atlantaregional.org>; Beth Davis

PROJECT CONTACTS

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CLIENT: ALPHA CAPITAL PARTNERS
BEACON 1, 44 ABLE ROAD, SUITE 44
BRIDGEVILLE, PA 15017
PHONE: (678) 940-9729
CONTACT: PAUL CABLES



VICINITY MAP



DEVELOPMENT SUMMARY:

SITE SUMMARY:

PARCEL ID: 18-267-01-004 (3355 NE EXP)
18-267-01-008 (3375 NE EXP)
18-267-01-007 (3395 NE EXP)

CURRENT ZONING: OFFICE INSTITUTIONAL (OI)
PROPOSED ZONING: HIGH DENSITY RESIDENTIAL (HR - 3)

SITE AREA: 7.24 ACRES

OPEN SPACE: 15%
MAXIMUM LOT COVERAGE: 85%

MAXIMUM BUILDING HEIGHT: 8 STORIES OR 100 FEET
MAXIMUM BUILDING HEIGHT IF BONUS IS ACHIEVED: NO LIMIT

BUILDING SETBACK:
FRONT A: 0 FT
SIDE B: 0 FT
REAR C: 20 FT

ALL BUILDING SETBACKS ARE MEASURED FROM EXISTING RIGHT-OF-WAY LIMITS.

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL: 775 UNITS
MAXIMUM: 120 UNITS PER ACRE
CURRENTLY PROPOSED: 108 UNITS PER ACRE

LEASING AND AMENITY: 20,000 SF
APPROX. TOTAL GROSS SF PER BUILDING: 467,200 SF

PROPOSED FLOOR AREA RATIO: 3.0

PARKING SUMMARY:

MINIMUM REQUIRED PARKING: 1,263 SPACES (TOTAL)
MULTIFAMILY (775 UNITS): 1,183 SPACES (1.50 UNIT)
RETAIL/RESTAURANT (20,000 SF): 40 SPACES (1/500 SF)

MAXIMUM ALLOWED PARKING: 2,425 SPACES (TOTAL)
MULTIFAMILY (775 UNITS): 2,325 SPACES (3.0 UNIT)
RETAIL/RESTAURANT (20,000 SF): 100 SPACES (1/200 SF)

PROPOSED PARKING: 1,020 SPACES
MULTIFAMILY: 980 SPACES (1.26 UNIT)
RETAIL/RESTAURANT: 40 SPACES (1/500 SF)
ON-STREET: 14 SPACES
DECK C.A.: 26 SPACES

REZONING NOTES:

- CONCEPTUAL SITE PLAN ONLY. FINAL SITE PLAN AS TO BUILDING LOCATION TO BE APPROVED BY THE BOARD OF COMMISSIONERS.
- THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS.
- IT IS UNDERSTOOD THAT THE SITE MUST COMPLY WITH ALL APPLICABLE ADA STANDARDS, INCLUDING PARKING AND CONNECTIVITY, AND WILL BE DESIGNED AND DETAILED AS SUCH.
- EXISTING CONDITIONS SHOWN ON THIS PLAN ARE BASED OFF AERIAL INFORMATION, THE DEKALB COUNTY GIS SYSTEM, AND SURVEY PROVIDED BY LAND SURVEYING DATED 08/25/2022.
- THIS SITE IS IN A 500-YEAR FLOODPLAIN.
- THIS SITE DOES NOT CONTAIN STATE WATERS.
- THIS SITE DOES NOT CONTAIN A CEMETERY.
- ALL TREES ON SITE WILL BE REMOVED AS PART OF THE PROPOSED DEVELOPMENT, BUT THE PROPOSED SITE WILL MEET ALL DEKALB COUNTY LAND DEVELOPMENT REGULATIONS ASSOCIATED WITH LANDSCAPING AND TREE REMOVAL/REPLACEMENT.

SITE PLAN LEGEND:

- PROPERTY LINE
- 20 FT REAR BUILDING SETBACK LINE
- REGULATORY FLOODWAY
- FLOOD HAZARD ZONE X
- STANDARD DUTY CONCRETE SIDEWALK
- PARKING COUNT
- STREET TREE
- STREET LIGHT

VARIANCE REQUEST SUMMARY:

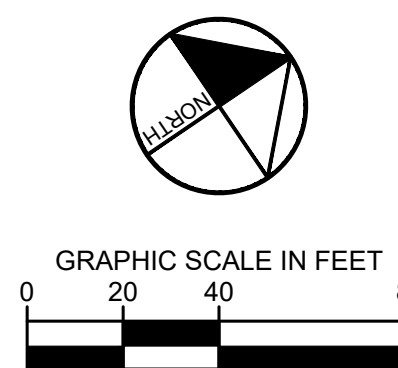
VARIANCES:
• VARIATION FROM MINIMUM MULTI-FAMILY PARKING REQUIREMENT OF 1.50 SPACES PER UNIT TO 1.20 SPACES PER UNIT.

NOTE:

THE PROJECT INTENDS TO ACHIEVE THE MAXIMUM BONUS RESIDENTIAL DENSITY FOR THE REGIONAL CENTER CHARACTER AREA. THIS INCREASES THE BASE MAX 60 DWELLING UNITS PER ACRE TO 120 UNITS PER ACRE. THE PROJECT INTENDS TO ACHIEVE THE FULL 100% BONUS THROUGH A MIX OF ENHANCEMENTS.

BASE DENSITY: 60 UNITS PER ACRE
BUS SHELTER: +12 UNITS PER ACRE (20% BONUS)
PUBLIC ART: +12 UNITS PER ACRE (20% BONUS)
PARKING GARAGE: +12 UNITS PER ACRE (20% BONUS)
LEED BUILDINGS: +30 UNITS PER ACRE (50% BONUS)
TOTAL: 126 UNITS PER ACRE

TOTAL MAXIMUM DENSITY WITH BONUS: 120 UNITS PER ACRE
PROPERTY AREA: 7.24 AC.
MAXIMUM UNITS: 7.24 AC X 120 UNITS = 869 UNITS



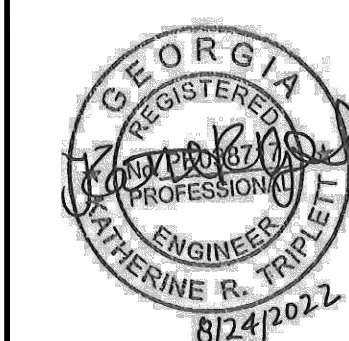
Kimley»Horn

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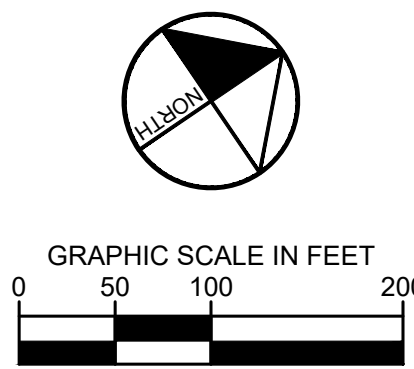
APEX AUDUBON DRI #3783
3355 NORTHEAST EXPRESSWAY
ATLANTA, GA 30341
DEKALB COUNTY



GSWCC CERT. (LEVEL II): 00000XXXXX
DRAWN BY: ALB
DESIGNED BY: ALB
REVIEWED BY: KRT
DATE: 08/24/2022
PROJECT NO.: 014869001
TITLE:

DRI SITE PLAN

SHEET NUMBER
C0-20



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GSWCC CERT. (LEVEL II)		00000XXXXX
DRAWN BY		ALB
DESIGNED BY		ALB
REVIEWED BY		KRT
DATE		08/24/2022
PROJECT NO.		014869001
TITLE		
DRI SITE PLAN AERIAL		
SHEET NUMBER		
C0-21		