



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: Jan 21 2007

ARC REVIEW CODE: R612221

TO: Mayor Eric Clarkston

ATTN TO: Dan Schultz, Development Director

FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Chamblee

Name of Proposal: Ambling Mixed Use Development

Review Type: Development of Regional Impact

Date Opened: Dec 22 2006

Date Closed: Jan 21 2007

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: ARC staff met with the City of Chamblee, the developer, DeKalb County, and the PATH Foundation to discuss future connections through Keswick Park to Blackburn Park. PATH and DeKalb County have developed a master plan to connect various parks, commercial centers, schools, and institutional uses throughout the county. A part of this master plan is a connection from Blackburn Park through Keswick Park to the Chamblee MARTA Station. The City has purchased the abandoned railroad ROW and has plans to develop a trail from Keswick Park under Peachtree Industrial Boulevard to downtown district of Chamblee. It is strongly recommended that the City work with PATH and DeKalb County to provide the connections from Keswick Park to Blackburn Park, and furthermore, eventually linking the trail system to the Chamblee MARTA station. These trail connections are essential to providing alternative modes and route of travel throughout the region and greater contextual area in order to accommodate the expected growth efficiently and effectively. The connection to the MARTA station is important as it allows for the opportunity for residents from a larger area to access the MARTA station safely and conveniently by bike or foot and efficiency connect to other points throughout the region. Providing the connection from Blackburn Park through Keswick Park would also create an opportunity for more users to access the retail and entertainment activities available in the City of Chamblee. The trail connection, although not explicitly addressed in the LCI study, provides greater connections into the study area beside the automobile. The trail connection meets the overall goals of the LCI program by linking transportation improvements with land use development strategies to create a sustainable, livable community consistent with regional development policies.

ARC understands, at this time, that the City of Chamblee is proposing an 8' trail under Peachtree Industrial Blvd along the abandoned rail line. According to ARC's Regional Bicycle Transportation and Pedestrian Walkways Plan, multi-use trails should be 10' to 15' wide in order to safely accommodate two way traffic for both bicyclists and pedestrians. Anything less than 10' has the potential to create major safety issues for all users. It is recommended that the City of Chamblee review ARC's Regional Bicycle Transportation and Pedestrian Walkways Plan for recommended construction of multi-use path facilities.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
DEKALB COUNTY
CITY OF DORAVILLE
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
PATH FOUNDATION

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ATLANTA
DEKALB COUNTY SCHOOLS

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

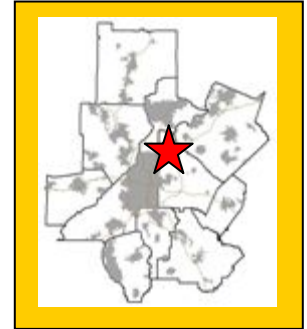
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Ambling Mixed Use Development is located on 11.36 acres in the City of Chamblee and will include 335 residential units, 142,550 square feet of retail, 167,500 square feet of office space, and a 222 room hotel. The proposed development is located along Peachtree Industrial Blvd with three site access points onto Peachtree Industrial Blvd.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2009.

GENERAL

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

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

The project site is currently zoned corridor commercial. The proposed zoning is village commercial. Information submitted for the review indicates that the proposed development is consistent with the City of Chamblee's Future Land Use Plan which designates the site as mixed use.

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

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

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

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

Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within 1.5 miles radius of the proposed project.

2006	Johnson Ferry East Redevelopment
2004	International Village at Chamblee

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

Based on information submitted for the review, the Great Gatsby's Antiques and Auctions currently occupies the southern portion of the site and an abandoned building occupies the northern portion of the site.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed site plan meets several of the ARC's Regional Development Policies. The proposed development invests in an area with existing infrastructure that will accommodate population and employment growth more efficiently. The development proposes a mix of uses that encourage pedestrian activity. The location of the development, with its proposed intensity, lessens the impact on the existing neighborhoods in the area and allows opportunities for daily services and needs to be met within the community, decreasing travel distances and times.

The development is proposing approximately 40% open space that connects to Keswick Park, just northwest of the site. An abandoned railroad runs through the site and is indicated as a future pedestrian and bicycle trail with greater connections throughout Chamblee and the immediate surrounding area. The Regional Development Policies promote increasing the amount and quality of open space as well as connectivity and accessibility of open space.

ARC staff met with the City of Chamblee, the developer, DeKalb County, and the PATH Foundation to discuss future connections through Keswick Park to Blackburn Park. PATH and DeKalb County have developed a master plan to connect various parks, commercial centers, schools, and institutional uses throughout the county. A part of this master plan is a connection from Blackburn Park through Keswick Park to the Chamblee MARTA Station. The City has purchased the abandoned railroad ROW and has plans to develop a trail from Keswick Park under Peachtree Industrial Boulevard to downtown district of Chamblee. It is strongly recommended that the City work with PATH and DeKalb County to provide the connections from Keswick Park to Blackburn Park, and furthermore, eventually linking the trail system to the Chamblee MARTA station. These trail connections are essential to providing alternative modes and route of travel throughout the region and greater contextual area in order to accommodate the expected growth efficiently and effectively. The connection to the MARTA station is important as it allows for the opportunity for residents from a

Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

larger area to access the MARTA station safely and conveniently by bike or foot and efficiency connect to other points throughout the region. Providing the connection from Blackburn Park through Keswick Park would also create an opportunity for more users to access the retail and entertainment activities available in the City of Chamblee. The trail connection, although not explicitly addressed in the LCI study, provides greater connections into the study area beside the automobile. The trail connection meets the overall goals of the LCI program by linking transportation improvements with land use development strategies to create a sustainable, livable community consistent with regional development policies.

ARC understands, at this time, that the City of Chamblee is proposing an 8' trail under Peachtree Industrial Blvd along the abandoned rail line. According to ARC's Regional Bicycle Transportation and Pedestrian Walkways Plan, multi-use trails should be 10' to 15' wide in order to safely accommodate two way traffic for both bicyclists and pedestrians. Anything less than 10' has the potential to create major safety issues for all users. It is recommended that the City of Chamblee review ARC's Regional Bicycle Transportation and Pedestrian Walkways Plan for recommended construction of multi-use path facilities.

The proposed development is located adjacent to the Chamblee LCI Study area completed in 2000. It is strongly recommended that the proposed development meet the goals and intent of the Chamblee LCI Study due to its adjacent location.

The ARC forecasts population and employment growth in the DeKalb over the next 25 years. ARC forecasts a population of over 154,000 residents within the Chamblee area and an employment base greater than 138,000 jobs. The additional housing, employment, and shopping opportunities will allow individuals to live, work, and shop within close proximity to one another.

Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

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

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

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

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



Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

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

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

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

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

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

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

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

BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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

Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

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

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

BEST HOUSING PRACTICES

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

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

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The project is located in the City of Chamblee DeKalb County. The project site is located on the northwest side of SR 141/Peachtree Industrial Blvd, opposite Clairmont Road and McGaw Drive.

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

The proposed development is entirely within the City of Chamblee; however, it is less than a mile from DeKalb County and less than two miles from the City of Doraville.

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

The proposed development is surrounded by existing residential and commercial uses. A public park is located to the northwest of the property.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$200,000,000 with an expected \$5,084,950 in annual local tax revenues.



Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

None were determined during the review.

NATURAL RESOURCES

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

Watershed Protection and Stream Buffers

The project property is located in the Nancy Creek basin which drains to the Corridor portion of the Chattahoochee River. The Metropolitan River Protection Act requires that local governments with land draining to the Corridor portion of the River adopt tributary buffer zone ordinances to protect flowing streams that are tributaries to the Chattahoochee. In addition, the Metropolitan North Georgia Water Planning District requires local governments in the District to adopt stream buffer ordinances at least as effective as the District's model stream buffer ordinance. The City of Chamblee has adopted stream buffer ordinances to meet both these requirements. The USGS digital coverage of the project area shows no streams on the project property. However, the site plans show a stream on the eastern portion of the property that is proposed to be piped for most of its length across the property. All applicable local buffer zone ordinances will need to be addressed by the project. All state waters on the property are also subject to the 25-foot State Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. Given the overall coverage of the site, the entire project has been classified as commercial. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The following table summarizes the results of the analysis:

Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	11.33	19.37	197.14	1223.64	11137.39	13.94	2.49
TOTAL	11.33	19.37	197.14	1223.64	11137.39	13.94	2.49

Total Impervious = 85%

If on-site detention is used, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

Three access points will serve this development from Peachtree Industrial Blvd.

- A right-in/right-out driveway will line up with McGraw Drive towards the southern end of the site.
- A full-access driveway will be located in the center of the development and will align with Clairmont Road.
- A right-in/right-out driveway will be located toward the northern end of the site.

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

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates

Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
335 Condominiums	24	102	126	80	49	129	1488
222 Room Hotel	67	43	110	69	62	131	1614
167,500 sq ft Office Space	249	34	283	45	221	266	1985
121,160 sq ft Retail Space	107	69	176	341	370	711	7694
Reductions	-80	-51	-131	-257	-287	-544	-5810
TOTAL NEW TRIPS	367	197	564	278	415	693	6971

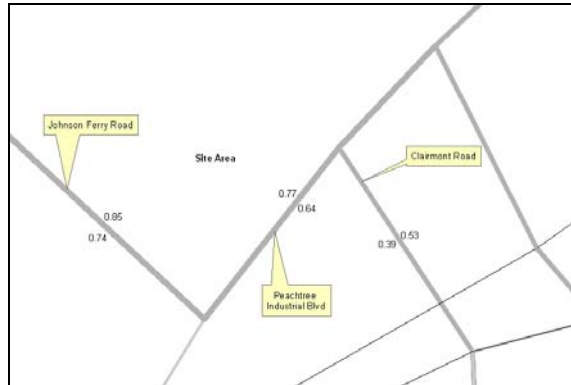
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

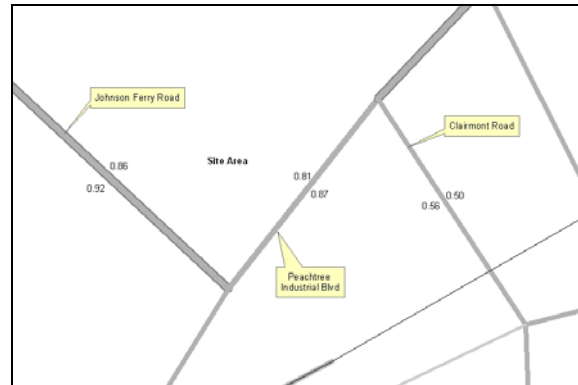
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

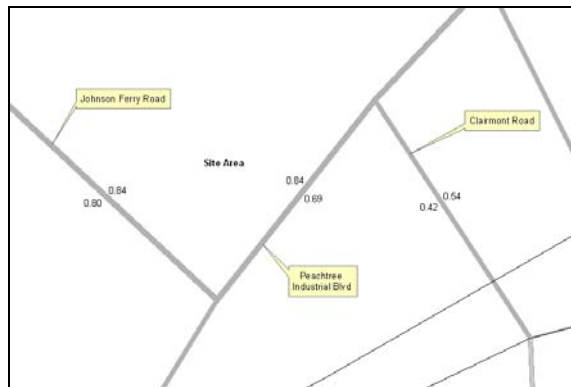
V/C Ratios



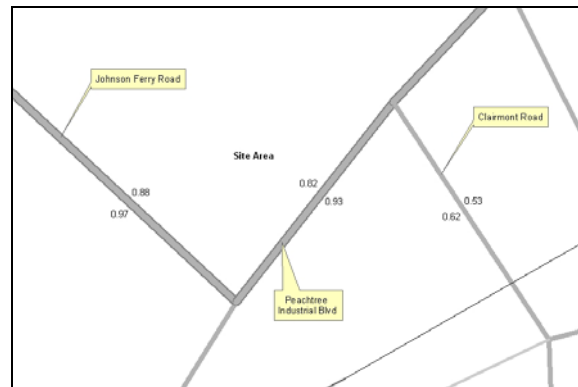
2005 AM Peak



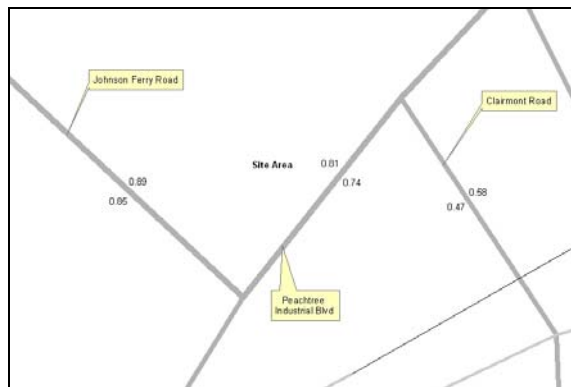
2005 PM Peak



2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

List the transportation improvements that would affect or be affected by the proposed project.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-AR-223	CHAMBLEE-TUCKER ROAD PEDESTRIAN CORRIDOR	Pedestrian Facility	2007
DK-AR-225A	PEACHTREE INDUSTRIAL BOULEVARD PEDESTRIAN FACILITY	Pedestrian Facility	2007
DK-324C	SR 13 (BUFORD HIGHWAY)	Pedestrian Facility	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-AR-BP052	SR 141 (PEACHTREE INDUSTRIAL BOULEVARD)	Pedestrian Facility	2012

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Ambling Mixed-Use Project in Chamblee.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Peachtree Industrial Blvd at Chamblee Dunwoody Road

- Add an additional eastbound through lane and a separate westbound right-turn lane on Chamblee Dunwoody Road.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Peachtree Industrial Blvd at Chamblee Dunwoody Road

- Add an additional eastbound through lane, a separate eastbound right-turn lane and a separate westbound right-turn lane on Chamblee Dunwoody Road.

Peachtree Industrial Blvd at Chamblee Tucker Road

- Change the westbound right-turn lane to a shared left+right turn lane.

Peachtree Industrial Blvd and Clairmont Road

- Add an additional southbound left turn lane.
- Change the southbound left turn phasing to protected only.
- Add a separate southbound right turn lane.
- Install a left-turn lane, a through lane and a right-turn lane on the eastbound approach.
- Add permitted+overlap phasing to right turns on all approaches.

Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

The site is located approximately ½ mile from the MARTA Chamblee Rail Station which is served by eight MARTA bus routes including routes 25 and 29 which directly serve the proposed site.

- MARTA bus route 25 provides service, with connections to the MARTA Brookhaven and MARTA Lenox rail stations, Monday through Friday from 5:31 a.m. till 11:31 p.m. with headways of 30 minutes. Saturday service is provided from 5:59 a.m. till 10:59 p.m. with headways of 1 hour. Sunday service is provided from 6:00 a.m. till 8:00 p.m. with headways of 1 hour.
- MARTA bus route 29 provides service Monday through Friday from 6:11 a.m. till 7:11 p.m. with headways of 1 hour.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10% Retail and 10% Office	9%	9%
w/in 1/2 mile of MARTA Rail Station	5%	5%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		22%

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

According to the impact analysis in the traffic study, two intersections will operate below the acceptable level of service in the future year background condition prior to the implementation of the recommended improvements. In the future year total condition, four intersections operate below the acceptable level of service prior to the implementation of the recommended improvements. Implementing the recommended improvements enables all of the identified intersections to return to an acceptable level of service. It is suggested that all recommended improvements be implemented prior to construction completion of this project.

INFRASTRUCTURE

Wastewater and Sewage



Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

Based on regional averages, wastewater is estimated at 0.200 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the Pole Bridge plant will provide wastewater treatment for the proposed development.

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

The capacity of R.M.Clayton is listed below

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

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

₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.237 MGD based on regional averages.

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

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

INFRASTRUCTURE

Solid Waste

Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

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

Information submitted with the review 1150 tons of solid waste per year.

Will the project create any unusual waste handling or disposal problems?

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 355 housing units.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers.

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

Preliminary Report:	December 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Ambling Mixed Use Development #1252
Final Report Due:	January 21, 2007		Comments Due By:	January 5, 2007

The site proposed for the development is located in Census Tract 212.09. This tract had a 19.2 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 39 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

Likely, assuming the development is approved with multiple price ranges of housing.

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

January 22, 2007

Ms. Haley Fleming
DRI Coordinator
Atlanta Regional Commission
40 Courtland Street, N.W.
Atlanta, GA 30303

**RE: Development of Regional Impact (DRI) # 1252
Ambling Mixed Use Development**

Dear Ms. Fleming:

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1252 – Ambling Mixed Use Development located in the City of Chamblee.

Though this review is made after the submission deadline, we wish to document that this development is consistent with the need to create urban density and enhance transit use.

Thank you for the opportunity to review the proposal and do contact me at (404) 848-5828 if you have any questions.

Sincerely,



Henry Ikwut-Ukwa
Transit System Planning

Your DRI ID NUMBER for this submission is: **1252**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 10/18/2006 11:07:45 AM

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

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

Local Government Information

Submitting Local Government:	City of Chamblee
*Individual completing form and Mailing Address:	Dan Schultz Development Director City of Chamblee 5468 Peachtree Road Chamblee, GA 30341
Telephone:	770-986-5010 ext 223
Fax:	770-986-5014
E-mail (only one):	dschultz@chambleega.com

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

Proposed Project Information

Name of Proposed Project:	Ambling Mixed-Use Project in Chamblee	
Development Type	Description of Project	Thresholds
Mixed Use	11.255 acre site with 789150 sqft of Hotel Retail and Condominium	View Thresholds

Developer / Applicant and Mailing Address:	Eberly and Associates, Inc. 1852 Century Place, Suite 202 Atlanta, GA 30345
Telephone:	770-452-7849
Fax:	770-452-0086
Email:	gchilik@eberly.net
Name of property owner (s) if different from developer/ applicant:	Ambling Development Partners, LLC
Provide Land-Lot-District Number:	LL 300, 18th District
What are the principal streets or roads providing vehicular access to the site?	Peachtree Industrial Blvd and Clairmont Rd
Provide name of nearest street(s) or intersection:	Peachtree Industrial Blvd and Clairmont Rd

Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	33 dg 53 ft 21 in N / 84 dg 18 ft 50.5 in W
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	http://www.mapquest.com/maps/map.adp?formtype=address&country=US&popflag=0&latitude=&longitude=&name=&phone=&level=&addtohistory=&cat=&address=Peachtree+Industrial+Bvd+AND+Clairmont+Rd&city=Chamblee&state=GA&zipcode=
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	850 ft DeKalb County
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:

The initial action being requested of the local government by the applicant is:	Variance, Other Planned Unit Development
What is the name of the water supplier for this site?	DeKalb County Water and Sewer
What is the name of the wastewater treatment supplier for this site?	DeKalb County Water and Sewer
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: December 2009 Overall project: December 2009

Local Government Comprehensive Plan

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

Service Delivery Strategy

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

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): Traffic engineer to conduct warranted studies	Y

Submitted on: 12/20/2006 5:14:07 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Chamblee
Individual completing form:	Dan Schultz
Telephone:	770-986-5010
Fax:	770-986-5014
Email (only one):	dschultz@chambleega.com

Proposed Project Information

Name of Proposed Project:	Ambling Mixed-Use Project in Chamblee
DRI ID Number:	1252
Developer/Applicant:	Eberly & Associates
Telephone:	770-452-7849
Fax:	770-452-0086
Email(s):	gchilik@eberly.net

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	\$200,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$5,084,950
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	DeKalb County Water & Sewer
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.237
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	DeKalb County Water & Sewer
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.200
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, 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.)	693
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: Change traffic signal at PIB/Clairmont Rd. intersection from 3-way operation to 4-way operation. Add 2nd left turn lane from PIB to Clairmont Rd. movement.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1150
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	75.6
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Underground detention will be provided to keep post-development runoff from increasing from pre-development volumes.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	Y
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: One stream onsite determined to be waters of the state proposed impacts limited to 300 LF of stream. Applications to the US Army Corps of Engineers for Nationwide permit 39 and the State of Georgia for a Stream Buffer Variance will be obtained.	

