

REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: August 27, 2018

ARC REVIEW CODE: R1808061

TO: CEO Michael Thurmond, DeKalb County
ATTN TO: Larry Washington, Senior Planner, Planning & Sustainability
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact (DRI) Review



Digital signature
Original on file

The Atlanta Regional Commission (ARC) has completed a regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Decatur Landing (DRI 2820)

Submitting Local Government: DeKalb County

Review Type: Development of Regional Impact

Date Opened: August 6, 2018

Date Closed: August 27, 2018

Description: This DRI is in unincorporated DeKalb County, southwest of the intersection of Lawrenceville Highway (US 29/78, SR 8) and North Druid Hills Road, on the 78-acre site of North DeKalb Mall. The project is proposed as a mixed-use development consisting of 300,001 SF of retail space; 59,720 SF of restaurant space; 52,200 SF of office space; a 150-room hotel; a 48,000 SF movie theatre; 360 apartments; and 45 townhomes. The existing 622,297 SF mall will be demolished. Site access is proposed via three existing driveways on N. Druid Hills Rd. (Birch Rd., Oak Tree Rd., Mistletoe Rd.), one existing driveway on Lawrenceville Hwy. to the east, and one existing driveway on Lawrenceville Hwy. to the south (Orion Dr.). The estimated build-out year is 2021. The local trigger for this DRI review is a rezoning application filed with DeKalb County.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Maturing Neighborhoods area of the region – as well as a Regional Attractor/Major Retail District centered around North DeKalb Mall and commercial uses along N. Druid Hills Rd. and Lawrenceville Hwy. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. RDG information and recommendations for Maturing Neighborhoods and Major Retail Districts are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy. The plan contemplates demolishing a roughly half-vacant, single-use retail site and replacing it with a mixed-use development featuring a significant housing component and updated retail and employment space. The project also includes pedestrian-oriented land uses and gathering space adjoining the food hall and movie theater in Tract 1 and the residential area in Tract 3. In addition, the DRI can support alternative transportation modes via its proximity to MARTA bus routes 8, 75 and 123. Many of these characteristics can collectively offer the potential for site residents to work and shop on site and to access nearby transit service, and for workers and visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot.

To capitalize on this potential, care should be taken to ensure that the development promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. This is particularly important in terms of connections between each tract within the site, some of which are oriented very differently, for different user groups. Both Tract 2/Costco and the strip retail on the north side of Tract 1 are more automobile-oriented, and are separated by considerable distance and street crossings from the more pedestrian-oriented activity node in Tract 1, around the food

hall/movie theater plaza and residential area plaza. Tract 2/Costco is particularly disconnected from the rest of the development. There is no apparent pedestrian pathway or crosswalk connecting Costco, which is oriented toward its parking lot and N. Druid Hills Rd., to any other part of the DRI. Finally, while Tracts 1 and 3 adjoin each other on the south side of the site, it does not appear that there is a crosswalk or other pedestrian facility directly between the food hall/pedestrian plaza in Tract 1 and the residential area/pedestrian plaza in Tract 3. These areas should be more strongly connected across the north-south spine road, and pedestrians – including site residents – should not be expected to cross only at the intersection of the two spine roads to the north. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site.

In addition to pedestrian connectivity within the site, this DRI offers an opportunity to enhance external connectivity as well. As mentioned above, MARTA bus routes 8, 75 and 123 serve the area around North DeKalb Mall. Routes 75 and 123 enter the mall property and perform a loop along Sweetbriar Rd., offering access to the north side of the site. Given that these two routes run generally north-south along Lawrenceville Hwy. and already deviate to serve the mall, MARTA and the development team should explore rerouting them through the core of the DRI along one of the new spine roads. This routing, combined with high-quality shelter facilities, would give the project much more direct transit access. Route 8 runs generally east-west along N. Druid Hills Rd. and does not enter the mall property, but improving pedestrian facilities between the DRI and the Route 8 stops on N. Druid Hills should be considered. This includes adding sidewalks along Mistletoe Rd. and/or Oak Tree Rd. Sidewalks on Mistletoe Rd. would be compelling, given that the intersection of Mistletoe and N. Druid Hills is already signalized with crosswalks, similar to Birch Rd. In addition to better connecting to MARTA Route 8, this would enhance pedestrian access for the residential areas on the north side of N. Druid Hills Rd. The development's design should be welcoming and pedestrian-friendly in the area where Mistletoe Rd. cuts through the Power Center buildings into Tract 1. The DRI could also connect to the area's recreation network by linking the site to the neighboring Clyde Shepherd Nature Preserve and, beyond that, the South Peachtree Creek Trail. ARC recognizes that many of these pedestrian and other improvements are on property that is not controlled by the Decatur Landing development team. They are documented, however, for continued planning and coordination purposes between the County, private property owners in the area, and other stakeholders.

Finally, one section of the North DeKalb Mall parking lot currently serves as a park-and-ride facility for Emory University's Cliff Shuttle. This arrangement has presumably worked well given the abundance of parking supply as tenants have left the mall over the years. While overall parking supply may decrease with a reactivated new development, the development team and Emory should collaborate to explore ways to retain an Emory park-and-ride facility in some form on the DRI site. These types of facilities are important parts of the regional transportation network. This specific facility's location at the nexus of several major regional commuter routes, along with the shuttle's service frequency, makes it a viable transit option for workers at Emory, CHOA and CDC – and a tool for mitigating automobile congestion along major roadways such as Scott Blvd. and N. Decatur Rd.

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., rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

The intensity of this proposed project appears to generally align with the RDG's recommended range of densities and building heights for Maturing Neighborhoods. The land use mix appears to be generally consistent with the RDG, specifically in terms of promoting mixed-use in areas close to existing or planned transit. The RDG also recommends ensuring that new and infill development is compatible with existing neighborhoods. County leadership and staff, along with the development team, should therefore collaborate to ensure maximum sensitivity to nearby neighborhoods, land uses, structures and natural resources.

Additional ARC staff comments, related to water resources and transportation, are included in this report, along with comments received from contacted agencies and local governments during the review period.

Further to the above, Maturing Neighborhoods were primarily developed prior to 1970 and are typically adjacent to the Region Core and Regional Employment Corridors. These three areas, combined, represent a significant percentage of the region's jobs and population. General policy recommendations for Maturing Neighborhoods include:

- Improve safety and quality of transit options by providing alternatives for end-of-trip facilities (such as bicycle racks) and sidewalks and/or shelters adjacent to bus stops
- Identify and remedy incidents of "food deserts" within neighborhoods, particularly in traditionally underserved neighborhoods and schools
- Promote mixed use where locally appropriate, specifically in areas served by existing or planned transit
- Develop policies and establish design standards to ensure new and infill development is compatible with existing neighborhoods

Further to the above, Major Retail Districts are concentrations of retail and commercial uses outside of Regional Centers and Community Activity Centers. People travel here from various parts of the region for shopping, entertainment and other social opportunities. As opposed to the mix of uses in Regional Centers or Community Activity Centers, most Major Retail Districts consist primarily of only retail or commercial space. They are mostly surrounded by, and serve, residential areas. They were typically developed in a suburban, auto-oriented way, and as a result, they are challenged by limited multi-modal options, which can lead to problems with congestion. General policy recommendations applicable to Major Retail Districts include:

- Develop minimum and maximum parking requirements for new and infill development
- Encourage vertically and horizontally integrated mixed use developments that are locally appropriate
- Enhance mobility and accessibility for all by creation Complete Streets that accommodate all modes of transportation

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

ARC COMMUNITY DEVELOPMENT	ARC TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & INDEPENDENCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY	CITY OF AVONDALE ESTATES	CITY OF BROOKHAVEN
CITY OF CLARKSTON	CITY OF DECATUR	CITY OF TUCKER
DEKALB COUNTY	TUCKER-NORTHLAKE COMMUNITY IMPROVEMENT DISTRICT	

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, August 7, 2018 8:09 AM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Kleine, Tracie; maevans@dekalbcountyga.gov; Taggart JR, Marshall J.
Subject: RE: ARC DRI Review Notification: Decatur Landing (DRI 2820)
Attachments: ARC Preliminary Report - Decatur Landing - DRI 2820.pdf

Andrew,

The proposed project of mixed-use development consisting of 300,001 SF of retail space; 59,720 SF of restaurant space; 52,200 SF of office space; a 150-room hotel; a 48,000 SF movie theatre; 360 apartments; and 45 townhomes will occupy the former North DeKalb Mall site. It is located more than 4 miles from DeKalb-Peachtree Airport (PDK) and is located outside of any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport.

However, if any construction equipment reaches higher than 200' above ground, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 120 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mr. Mario Evans with DeKalb-Peachtree Airport (PDK) on this email.

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

Alan Hood

Airport Safety Data Program Manager



Aviation Programs

600 West Peachtree Street NW

2nd Floor

Atlanta, GA, 30308

404.660.3394 cell

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Monday, August 6, 2018 5:53 PM
To: VanDyke, Cindy <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Emily Estes <eestes@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>;

Andrew Smith

From: McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>
Sent: Monday, August 20, 2018 2:59 PM
To: Andrew Smith
Cc: Robinson, Charles A.; Peevy, Phillip M.; DeNard, Paul
Subject: RE: ARC DRI Review Notification: Decatur Landing (DRI 2820)

Good Afternoon Andrew,

GDOT Planning has reviewed the Decatur Landing (DRI 2820) Preliminary report and show no additional GDOT projects, other than those already mentioned in the report.

For further information that may be needed concerning this review, please contact Johnathan G. McLoyd at jomcloyd@dot.ga.gov or 404-631-1774

Best Regards,

Johnathan G. McLoyd
Transportation Planner Associate



Office of Planning
One Georgia Center
600 West Peachtree Street, 5th Floor
Atlanta, GA, 30308
404.631.1774 office

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Monday, August 6, 2018 5:53 PM
To: VanDyke, Cindy <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Emily Estes <eestes@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; 'kstevens@avondaleestates.org' <kstevens@avondaleestates.org>; Patrice Ruffin (patrice.ruffin@brookhavenga.gov) <patrice.ruffin@brookhavenga.gov>; linda.abaray@brookhavenga.gov; Hari Karikaran <hari.karikaran@brookhavenga.gov>; Kevin Korth <kevin.korth@brookhavenga.gov>; sqawiy@cityofclarkston.com; lyn.menne@decaturga.com; angela.threadgill@decaturga.com; jmchenry@tuckerga.gov; Courtney Lankford

DECATUR LANDING DRI
DeKalb County
Natural Resources Group Review Comments
July 31, 2018

Watershed Protection and Stream Buffers

The proposed project is in the South Fork Peachtree Creek watershed, which drains into the Chattahoochee River below the water supply intakes in the Atlanta Region. Both the site plan and the USGS coverage for the project area show the South Fork of Peachtree Creek running to the southeast of the project property. The site plan shows both the 25-foot State Erosion and Sedimentation Control Act Buffer and the 75-foot DeKalb County Stream Buffer. A portion of the 75-foot buffer is shown inside the property on the southeast side of the parcel. Otherwise, the buffers do not extend onto the project property. No other mapped streams are shown on or near the property. Any unmapped streams on the property may be subject to the DeKalb County Stream Buffer Ordinance. Any waters of the state that may be on the property will also be subject to the State 25-foot erosion and sedimentation buffer requirements.

Stormwater / Water Quality

The proposed project will be on a property that is already almost entirely impervious. Nevertheless, 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. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Use green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Use pervious concrete or other pervious materials in the parking/storage areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff and can help filter pollutants before reaching streams.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.

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

DRI INFORMATION

DRI Number #2820
DRI Title Decatur Landing
County DeKalb County
City (if applicable)
Address / Location The site is located on the southwest quadrant of the intersection of North Druid Hills Road and Lawrenceville Highway (North Dekalb Mall)

Proposed Development Type:

A 78-acre mixed use development on the existing mall site, consisting of 300,001 SF of retail; 59,720 SF of restaurant; 52,200 SF of office; a 150-room hotel; a 48,000 SF movie theatre; 360 apartments; and 45 townhomes

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied
Date August 1, 2018

TRAFFIC STUDY

Prepared by Kimley Horn
Date July 26, 2018

REGIONAL TRANSPORTATION PLAN PROJECTS

- 01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

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

The traffic analysis includes Appendix F of project fact sheets in the network study area and a chart of programmed projects as identified in the Atlanta Region's Plan on Page 29 of the traffic analysis.

☐ NO *(provide comments below)*

REGIONAL NETWORKS

- 02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?**

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES *(identify the roadways and existing/proposed access points)*

The development proposes use of five existing access points. Three of the access points are on US 29/SR8 (Lawrenceville Highway).

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*)

The development proposes use of five existing access points. Three of the access points are on US 29/SR8 (Lawrenceville Highway).

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

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*)

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

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) #8, #75, #123

Distance* ☒ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☒ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

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

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

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 S Peachtree Creek Trail

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*)

The project proposes pedestrian facilities along the roadway adjacent to the site and several pedestrian connections to the future Atlanta Beltline extension.

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☐ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☐ OTHER (*Please explain*)

Local roadways and driveways provide interparcel connectivity.

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)

pedestrian facilities currently exist along roadways adjacent to the site. The site plan does not appear to provide new or additional bike/ped facilities.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☒ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

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):

The traffic analysis includes significant reductions in traffic impacts for mixed-use and alternative transportation modes; however, the site design includes a more than 80 percent increase over the required parking. This, coupled with the isolated parking and building separations, promotes a more vehicle-oriented development. The site should maximize the opportunity for creating a more pedestrian/bike-friendly development as well as take advantage of existing facilities.



Developments of Regional Impact

[DRI Home](#)
[Tier Map](#)
[Apply](#)
[View Submissions](#)
[Login](#)

DRI #2820

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: 404-371-2178

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: Decatur Landing

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Located in the SW quadrant of the intersection of Lawrenceville Highway at North Druid Hills Road.

Brief Description of Project: 78 acre site with 298,121 SF retail, 60,350 SF restaurant, 50,400 SF office, 150 hotel rooms, 48,000 movie theatre, and 500 multi-family residential units

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input checked="" type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 78 acre site with 298,121 SF retail 60,350 SF restaurant, 50,400 SF office, 150 hotel rooms, 48,000

Developer: Sterling Organization

Mailing Address: 340 Royal Poinciana Way

Address 2:

City: Palm Beach State: FL Zip: 33480

Telephone: 561-835-1810x2370

Email: ckapper@sterlingorganization.com

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

If yes, property owner: LCI SVAP NDM JV LP, and LCI SVAP NDM MCY 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 This project/phase: 2021
Dates: Overall project: 2021

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

[DRI Site Map](#) | [Contact](#)



Developments of Regional Impact

[DRI Home](#)
[Tier Map](#)
[Apply](#)
[View Submissions](#)
[Login](#)

DRI #2820

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: 404-371-2178
Email: lwashington@dekalbcountyga.gov

Project Information

Name of Proposed Project: Decatur Landing
DRI ID Number: 2820
Developer/Applicant: Sterling Organization
Telephone: 561-835-1810x2370
Email(s): ckapper@sterlingoganization.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: \$180,000,000-\$200,000,000

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

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): N/A

Water Supply

Name of water supply provider for this site: DeKalb County

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.0175 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)? 0.0175 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.) Approximately : 7,578 net daily trips 578 trips Am peak ,607 trips PM peak

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

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

If yes, please describe below: PLEASE REFER TO THE TRAFFIC STUDY PERFORMED BY KIMLEY-HORN AND ASSOCIATES

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 14,351 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: N/A

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

If yes, please explain: N/A

Stormwater Management

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

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:N/A

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:
See site plan for impact on waters.

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

[DRI Site Map](#) | [Contact](#)

Drawing name: K:\ALP_PR\017403001_Decatur Landing\CAD\PlanSheets\DR1 - DRI SITE PLAN.dwg OVERALL SITE PLAN Aug 01, 2018 9:08am by: Emily Flood
This document, together with the concepts and designs presented herein, is an instrument of service, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Release 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.

SITE NOTES:

CURRENT ZONING: C-1
PROPOSED ZONING: MU-4

PROPOSED SITE AREA:

TRACT 1 (POWER CENTER & PLAZA)	20.14 AC.
TRACT 2 (COSTCO)	14.61 AC.
TRACT 3 (MULTI-FAMILY)	13.55 AC.
TRACT 4 (UNDISTURBED)	24.10 AC.
TRACT 5 (OUTPARCEL 1)	1.08 AC.
TRACT 6 (HOTEL)	1.80 AC.
TRACT 7 (OUTPARCEL 2)	0.41 AC.
TRACT 8 (EXISTING POND)	1.20 AC.
TRACT 9 (UNDISTURBED RES.)	0.53 AC.
TRACT 10 (UNDISTURBED RES.)	0.67 AC.

TOTAL 78.09 AC

OPEN SPACE:

TRACT 1 (POWER CENTER & PLAZA)	2.87 AC. (14.3%)
TRACT 2 (COSTCO)	1.42 AC. (9.7%)
TRACT 3 (MULTI-FAMILY)	3.30 AC. (24.4%)
TRACT 4 (UNDISTURBED)	24.10 AC. (100%)
TRACT 5 (OUTPARCEL 1)	0.22 AC. (20%)
TRACT 6 (HOTEL)	0.36 AC. (20%)
TRACT 7 (OUTPARCEL 2)	0.39 AC. (95.1%)
TRACT 8 (EXISTING POND)	1.18 AC. (98.3%)
TRACT 9 (UNDISTURBED RES.)	0.53 AC. (100%)
TRACT 10 (UNDISTURBED RES.)	0.67 AC. (100%)

TOTAL REQUIRED 35.04 AC (44.9%)
7.81 AC (10%)

PROPOSED USE QUANTITIES:

TRACT 1 (POWER CENTER & PLAZA) 249,500 SF (0.28 FAR)

- POWER CENTER RETAIL	113,400 SF
- THEATRE	48,000 SF
- OFFICE	52,200 SF
- FOOD HALL	14,500 SF
- PLAZA RESTAURANT	45,220 SF
- PLAZA RETAIL	19,380 SF

TRACT 2 (COSTCO) 152,221 SF (0.24 FAR)

- BUILDING 1000 (RETAIL)	15,000 SF
- BUILDING 1000 (NON-RETAIL)	146,200 SF
- BUILDING 2000	99,300 SF
- BUILDING 3000	203,600 SF
- TOWNHOMES	108,000 SF

TRACT 3 (CONCEPTUAL MULTIFAMILY) 572,100 SF (0.97 FAR)

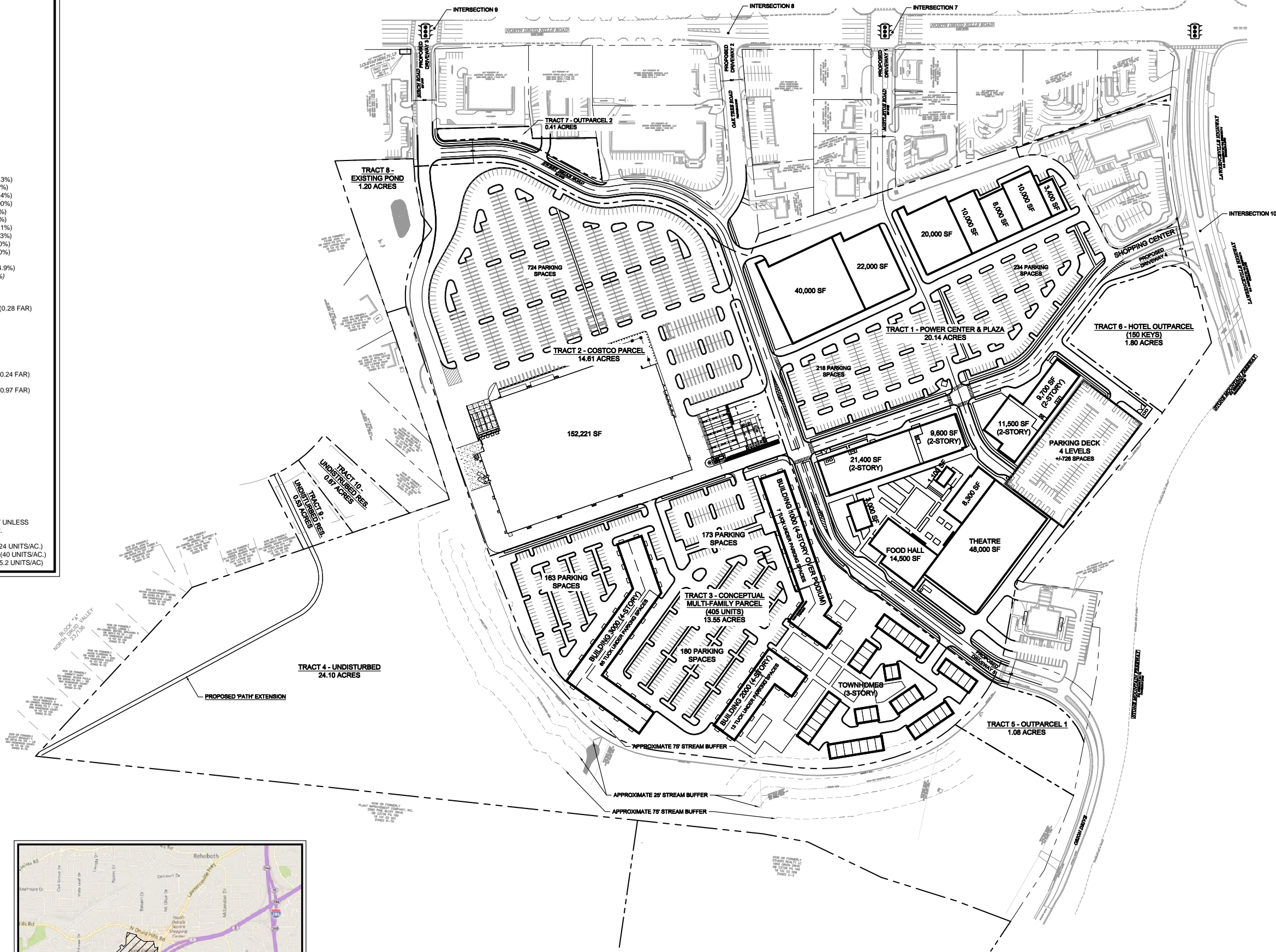
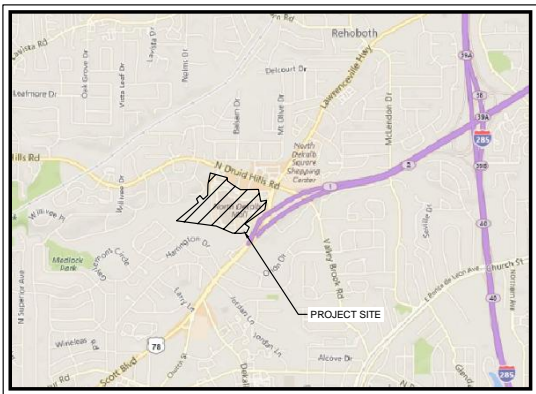
- BUILDING 1000 (RETAIL)	15,000 SF
- BUILDING 1000 (NON-RETAIL)	146,200 SF
- BUILDING 2000	99,300 SF
- BUILDING 3000	203,600 SF
- TOWNHOMES	108,000 SF

TOTAL 973,821 SF

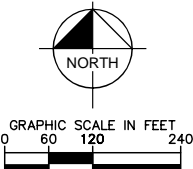
MINIMUM PARKING ALLOWABLE:	1,775 SPACES
MAXIMUM PARKING ALLOWABLE:	3,911 SPACES
PROPOSED PARKING:	2,503 SPACES
BUILDING HEIGHTS:	ALL BUILDINGS ARE 1-STORY UNLESS OTHERWISE NOTED ON PLAN.
BASE MU-4 DENSITY:	917 UNITS (24 UNITS/AC.)
AVAILABLE MU-4 DENSITY WITH BONUS:	1834 UNITS (40 UNITS/AC.)
PROVIDED DENSITY:	405 UNITS (5.2 UNITS/AC.)

CONTACTS:

APPLICANT:	STERLING ORGANIZATION 340 ROYAL POINCIANA WAY SUITE 316 PALM BEACH, FL 33480 CONTACT: CHRIS KAPPER PHONE: 561-835-1810
TRAFFIC ENGINEER:	KIMLEY-HORN & ASSOCIATES, INC. 817 WEST PEACHTREE STREET, NW SUITE 601 ATLANTA, GA 30308 CONTACT: ELIZABETH JOHNSON PHONE: 404-419-8700
CIVIL ENGINEER:	KIMLEY-HORN & ASSOCIATES, INC. 11720 AMBER PARK DRIVE SUITE 600 ALPHARETTA, GA 30009 CONTACT: JUSTIN HOUSTON PHONE: 704-319-7694



GEORGIA811
Utilities Protection Center, Inc.
Know what's below.
Call before you dig.



PROJECT:	DECATUR LANDING	CLIENT:	STERLING ORGANIZATION	DATE:	07/18/18
TITLE:	DRI #2820 SITE PLAN	DESIGNED BY:	KHA	PROJECT NO.	01743001
SHEET NUMBER	DRI-1	CHECKED BY:	JMH	SHEET NUMBER	DRI-1
SCALE:	KHA	DESIGNED BY:	KHA	REVISIONS	
DRAWN BY:	KHA	CHECKED BY:	JMH	DATE	BY
STERLING ORGANIZATION	340 ROYAL POINCIANA WAY, SUITE 316 PALM BEACH, FL 33480 PHONE: 561-835-1810	© 2018 KIMLEY-HORN AND ASSOCIATES, INC. 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GEORGIA 30009 PHONE (770) 619-4280 WWW.KIMLEY-HORN.COM	Kimley»Horn	7	
				6	
				5	
				4	
				3	
				2	
				1	
				No.	