Public Hearing: YES ⊠ **NO** □ **Department:** Planning & Sustainability

SUBJECT:

COMMISSION DISTRICT(S): Commission District 02 Super District 06

Application of NDM EDENS LLC c/o Dennis J. Webb, Jr. to rezone property from C-1 (Local Commercial) to MU-4 (Mixed Use-4) to allow mixed retail, office, and residential development with a grocery store and movie theater, at 2050 Lawrenceville Highway.

PETITION NO: N8. Z-22-1245595 (2022-1476)

PROPOSED USE: Mixed retail, office, and residential development.

LOCATION: 2050 Lawrenceville Highway, Kiosk 1101, Decatur, Georgia 30033

PARCEL NO.: 18-100-02-005, 18-100-02-040, 18-100-02-041, 18-100-02-049, 18-100-02-057,

18-100-04-014

INFO. CONTACT: Melora Furman, Sr. Planner

PHONE NUMBER: 404-371-2155

PURPOSE:

Application of NDM EDENS LLC c/o Dennis J. Webb, Jr. to rezone property from C-1 (Local Commercial) to MU-4 (Mixed Use-4) to allow mixed retail, office, and residential development with a grocery store and movie theater. The property is located on approximately 92 feet south of Lawrenceville Highway and North Druid Hills Road 2050, 2144, and 2038 Lawrenceville Highway, 1086 Birch Road, and 2692 Sweet Briar Road, Decatur. Georgia. The property has approximately 145 feet of frontage on the west side of Lawrenceville Highway, 25 feet of frontage on the terminus of Mistletoe Road, and 802 feet of frontage on the south side of Sweet Briar Road, and contains 78.09 acres.

RECOMMENDATION:

COMMUNITY COUNCIL: Deferral.

PLANNING COMMISSION: Approval with Conditions.

PLANNING STAFF: (5-26-22 BOC): Deferral. (5-5-22 PC): Approval with Conditions.

STAFF ANALYSIS: For the Planning Commission public hearing of May 5, staff recommended "Approval with Conditions". Negotiations regarding the zoning conditions were ongoing, and there was an expectation that the conditions would be finalized by the time of the Planning Commission hearing. However, negotiations regarding several key zoning conditions have continued, notably those regarding provision of workforce and/or low-income housing for employees of the non-residential components of the development, implementation of a plan for sustainable construction and management of the development, "unbundling" of parking spaces, and the scale relationship of the proposed seven-story multifamily building on the western side of the property to the maximum four-story townhomes. Therefore, the Department of Planning and Sustainability recommends, "Deferral, although it is not the intent that this recommendation should lead to a full-cycle deferral".

PLANNING COMMISSION VOTE: Approval with Conditions 6-0-0. Jana Johnson moved, Lauren Blaszyk seconded for Approval with Conditions, as per the Staff recommendation.

COMMUNITY COUNCIL VOTE/RECOMMENDATION: Deferral 8-2-0. The community wants to wait for the final ARC decision resulting from the DRI review, and there are outstanding questions related to issues such as height and available workforce housing.

CONDITIONS

Z-22-1245595

C-1 (Local Commercial) to MU-4 (Mixed Use-4)

I. Zoning District, Master Development Plan and Exhibits:

The property consists of +/- 73.11 acres and has been proposed for a mixed-use development (the "Subject Property"). The Subject Property shall be rezoned to the MU-4 (Mixed-Use High Density) district. A Master Development Plan, prepared by Kimley-Horn and dated 04/25/2022, is attached hereto as Exhibit "A" (the "Master Plan"). The Master Plan is hereby approved as the long-term planning document that will provide a guide for future growth and development. It is expressly recognized that the Master Plan is intended to be dynamic and to allow for future flexibility in both the design of the project and its development and reasonable modifications are both anticipated and authorized, as provided for in Article 27-7.3.10 of the Zoning Ordinance. However, the street layout and percentage mix of land uses, maximum square footages of land use types, and minimum square footage of open space in the development shall be substantially the same as those shown on the Master Plan. Similarly, the cross-hatched areas on the Master Plan are intended as flexible areas limited to the following uses: commercial, commercial and townhomes or townhomes only in Block C and commercial, townhouses, or multi-family residential in Block F. A DeKalb Master Sign Program, prepared pursuant to Section 2.19.4.B.4.b. and attached as Exhibit "B" (the "Sign Package"), is incorporated herein as a condition of this rezoning. The architecture standards for shopfront commercial buildings, prepared pursuant to Section 2.19.4.B.4.a., are attached as Exhibit "C" and incorporated herein as a condition of this rezoning. In addition, the Subject Property will be subdivided in the future and a subdivision map is attached hereto as Exhibit "D" (the "Subdivision Plan") and incorporated herein as a condition of this rezoning.

II. **Phasing:**

a. Developer shall build no more than 750 multi-family units until 140,000 square feet of non-office commercial space (to include existing non-office commercial space proposed for renovation) has been constructed or renovated.

III. Uses and Building Heights:

- a. Non-Office Commercial:
 - 1. Non-Office Commercial uses, to include Retail, Restaurant, and/or Entertainment uses, shall be developed for up to 320,000 square feet of combined space and any square footage not used under this commercial threshold may be transferred to other uses,

- subject to these conditions, provided that non-commercial uses together with the office and hotel uses shall comprise a minimum of 20% of total building square footage.
- 2. Non-Office Commercial building heights shall be limited to a maximum of two stories or 50 feet, whichever is less, unless incorporated into a mixed-use building.

b. Office and Hotel:

- 1. Office uses shall be developed for up to 180,000 square feet, except that unused commercial square footage may be transferred to office uses, which shall increase this threshold proportionately (but not the DRI threshold for office uses)
- 2. Up to 150 hotel rooms are allowed. Additional hotel rooms may be added, but only if the amount of allowable commercial space is reduced by 500 square feet for each additional room (but not the DRI threshold for hotel rooms).
- 3. Office and hotel building heights shall be limited to a maximum of eight stories (100 feet).
- 4. Owner shall be allowed to locate office and/or hotel uses on the areas shown on the Site Plan interchangeably. Further, Owner shall be allowed to locate office uses above any retail building, so long as the square footage thresholds and maximum building heights herein are not exceeded.

c. Residential:

- 1. Residential uses shall consist of a combination of multi-family units and townhome units (for-sale and/or for-rent) and shall not exceed 1,800 total units. Further, multi-family units shall not exceed 1,700 units.
- 2. Multi-family building heights shall not exceed six-stories (75 feet) unless ground floor commercial is incorporated, in which case the maximum building height shall be seven-stories (85 feet). The height of Residential Building D3 shall not exceed six-stories (75 feet) within 100 feet of the townhouses located in Block E.
- 3. Townhome building heights shall be a maximum of three stories (45 feet). Rooftop structures on townhomes that do not exceed 50% of the total area of the roof deck surface shall not be considered as a building story, but shall be subject to the 45-foot height limitations herein.

d. Prohibited Uses:

1. The following use shall be prohibited in all portions of the development: Any use related to adult entertainment or adult service facility; pawn shop, title loan, check cashing, convenience store, gas station, and funeral home/crematorium.

IV. Building Locations and Orientation:

a. The final location, size, and use of buildings and parking shown on the plan may vary as provided for in Article 27-7.3.10 of the Zoning Ordinance, but the overall density cannot exceed the proposed development program summary, except as may be allowed by these conditions.

- b. Block A shall have the following limitations:
 - 1. The primary entrance to tenants in Building A20 shall be on Road A and its facade shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade.
 - 2. The primary entrance to tenants in Buildings A50 and A60 shall be on Road A, Road E and/or Road C and these facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level façade.
 - 3. The primary entrance to tenants in Buildings A65, A70, and A80 shall be on Mistletoe Extension or Road E. The facades facing Mistletoe Extension and Road E shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade.
 - 4. A minimum of one (1) fifteen (15) foot wide breezeway shall be provided from the lower level of the parking structure in Residential Building A1 to Road E. The breezeway shall be well-lit at all times, shall be surveilled with security monitors, and shall be open, accessible, and ungated at all times.
 - 5. The openings in Residential Building A1 for vehicular ingress and egress shall be high enough to accommodate sanitation and recycling vehicles.
 - 6. In the areas of Residential Building A1 which do not have ground floor retail, the ground floor residential units shall provide doorways to Road C. Such doorways can be secondary entrances but shall imitate front doors. The doorways and windows of said ground floor residential units shall comprise at least 30% of the front facades of the ground floor residential units.
 - 7. The rear of Building A10 and the service areas for A10 and A20 shall be screened from Road A with a combination of decorative walls and/or landscaping, subject to approval by the Director of Planning and Sustainability or designee.
- c. Block B shall have the following limitations:
 - 1. The primary entrance to tenants in Building B30 shall be on Road A or the Mews and these facades shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade.
 - 2. The primary entrance to tenants in Buildings B70 and B80 shall be on Road A or Road C and these facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level façade.
 - 3. The side of Building B70 that faces Road A shall either have windows that comprise at least 50% of the façade; be decorated with a mural or painting; be a green wall; or have a comparable design treatment, subject to approval by the Director of Planning and Sustainability or designee.
 - 4. The primary lobby to Building B10 shall be on Road A or the Office Plaza adjacent to Road A and these facades shall have windows and/or doorways that occupy at least fifty (50) percent of the façade.
 - 5. The primary lobby to Building B75 shall be on Road C or the Mews and the facades shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade.
 - 6. A minimum of one (1) fifteen (15) foot wide breezeway shall be provided from the lower level of the parking structure in Residential Building B1 to Road A. "Breezways" shall be provided on each side of the vehicular entrance to the parking structure. The

- breezeways shall be well-lit at all times, shall be surveilled with security monitors, and shall be open, accessible, and ungated at all times.
- 7. The openings in the liner building around the structured parking in Block B for vehicular ingress and egress shall be high enough to accommodate sanitation and recycling vehicles.
- 8. The primary entrance to tenants in Building B90 shall be on Road C. The façade facing Road C shall have windows and/or doorways that occupy at least fifty (50) percent of the façade.
- d. Block C shall have the following limitations:
 - 1. The primary entrance to tenants in Buildings C5, C10, C30, and C40 shall be on Road A, Road C or Lemon Park and these facades shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade.
 - 2. The primary entrance to Building C50 (Existing Marshall's) shall remain in the existing store entrance location.
 - 3. The primary entrance to tenants in Buildings C90 and C110 shall be on Road A and Wild Honey Park, respectively, and these facades shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade.
 - 4. The primary entrance to tenants in Buildings C60 and C80 shall face Road C. The façade facing Road C shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade for building C80 and thirty-five (35) percent of the width of the first-floor street-level façade for building C60.
 - 5. The Flexible Area hatched location indicated on the Site Plan can be Commercial Uses only like shown on the Site Plan, Townhouses only with fronts facing on Wild Honey Park, or Townhouses facing on Wild Honey Park with a Commercial Building located to the south behind the townhouses.
- e. Block D shall have the following limitations:
 - 1. The primary entrance to tenants in Buildings D5 and D10 shall be on Road A or Road C and these facades shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade.
 - 2. In the areas of Residential Building D1 which do not have ground floor retail, the ground floor residential units shall provide doorways to the adjacent roads. Such doorways can be secondary entrances but shall imitate front doors. The doorways and windows of said ground floor residential units shall comprise at least 30% of the front facades of the ground floor residential units.
 - 3. Ground floor retail can be constructed anywhere in Building D5 and in Residential Building D1 along Road A.
 - 4. Ground floor retail in Buildings D2 and D3 shall not be required. If ground floor retail is constructed in Buildings D2 and/or D3 it shall be limited to 5,000 SF in each location and shall be located along the parks adjacent to Road D. The primary entrance to tenants in these retail spaces shall be on the adjacent roads or parks and these facades shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade. At least thirty (30) percent of the facades of stories above the ground floor, and of the ground floor if the ground floor is residential, shall be comprised of window and door openings.
 - 5. The openings in Residential Building D1 for vehicular ingress and egress shall be high enough to accommodate sanitation and recycling vehicles if sanitation/recycling is

- located in the parking structure, otherwise sanitation and recycling areas shall be screened.
- 6. Townhouses may be incorporated into Block D and the building locations may vary from those shown including the addition of internal streets as long the Shared-Use Path connecting Road B and Road C remains and a multi-use park and dog park at similar sizes to those shown on the Master Plan are constructed adjacent to the path.
- 7. In the areas of Residential Building D2 and D3 which do not have ground floor retail, the ground floor residential units shall provide doorways to the adjacent streets. Such doorways can be secondary entrances but shall imitate front doors. The doorways and windows of said ground floor residential units shall comprise at least 30% of the front facades of the ground floor residential units. in all locations where adjacent sidewalk grades allow.
- f. Block E shall have the following limitations:
 - 1. Only Residential Dwellings as allowed in Table 4.1 Use Table of the DeKalb County Zoning code shall be permitted in Block E.
 - 2. Where adjacent to single-family residential, building heights shall be limited by the transitional height plane as required by the DeKalb County code.
 - 3. Residential units adjacent to Road B and the shared-use path shall provide doorways to Road B or the shared-use path. Such doorways can be secondary entrances but shall imitate front doors. The doorways and windows of said ground floor residential units shall comprise at least 30% of the front facades of the ground floor residential units.
- g. Block F shall have the following limitations:
 - 1. Uses shall consist of commercial buildings or residential buildings consisting either of townhouses or a multi-family building limited to 6 stories in height.
 - 2. Due to the elevation change across the site, street facing doorways may not be possible in all locations but a connection to the street from all entry doors shall be required.
- h. Block G Open Space shall have the following limitations:
 - 1. The area shall be limited to open space to include paved or unpaved trails, community gardens, and an existing detention pond by Orion Drive.

V. Open Space:

- a. Developer agrees to (a) contribute \$25,000 to DeKalb County (or other appropriate entity) towards improvements to the Community Garden, (b) construct a gravel driveway ramp to provide access to said Community Garden and (c) install piping between the existing storm drainage system and/or a detention pond to a 5,000-gallon cistern for use of the Community Garden. Developer shall make the funds in (a) above available within thirty (30) days of demand but in no case prior to the issuance of the first Certificate of Occupancy and shall complete items (b) and (c) as part of the first Land Development Permit issued for the project subject to all other necessary governmental approvals.
- b. A 12' wide Shared-Use Path and linear park shall be constructed between Wild Honey Park and Promenade Park in the general location shown on the Master Development Plan. An 8' wide sidewalk and linear park shall be constructed north of Promenade Park, a portion of which is located in the already cleared portion of the 50' transitional buffer, in the general location as shown on the Master Development Plan. These paths/sidewalks shall be located within a public

- access easement and shall not be gated, although reasonable restrictions can be placed on the hours such paths are open to the general public.
- c. Lemon Park shall be built in the first phase of the project and shall consist of a combination of turf, grass, landscaping, hardscaping, seating and/or play areas. Outside dining and events shall be allowed if such dining and/or events remain inside the Park and do not obstruct pedestrian access to buildings via sidewalks and hardscaping around the buildings.
- d. A dog park and multi-use park shall be constructed in Block D adjacent to the Shared-Use Path. The multi-use park shall consist at a minimum of some turf or grass play areas as well as passive recreational areas. A dog waste disposal station shall be provided in the dog park.
- e. Promenade Park shall consist of the Shared-Use Path and seating and landscape areas, creating an entry/transition from the future Block G PATH trail into the site.
- f. Wild Honey Park shall consist of a mixture of hard surfaces, landscaped areas, and casual seating that can be activated by a variety of events.
- g. The Entrance Plaza on Mistletoe Extension shall be a pedestrian orientated park integrated into the area between the shared-use path and the retail uses to create an inviting activated entrance from Mistletoe Road into the project site. Outside dining may be provided in portions of the entrance plaza as long as pedestrian access is maintained through the park area. An entrance sign may be added in compliance with the Master Sign Program.

VI. **PATH Trail Connection:**

a. The Developer(s) and/or Owners shall allow construction of a future PATH trail in Block G as shown on the Master Plan.

VII. Infrastructure:

- a. Contingent upon any necessary approvals, Developer agrees to contribute \$750,000 to DeKalb County (or other appropriate entity) to be exclusively applied towards the following improvements, which are public improvements: (a) the improvements to the intersection of Birch Road and North Druid Hills Road and (b) the improvements to the intersection of Orion Drive and Lawrenceville Highway, all as outlined in the GRTA Notice of Decision dated April 14, 2022, as well as (c) the construction of a Shared-Use Trail on Mistletoe Road extending from the project site to North Druid Hills Road (hereafter collectively the "Improvements"). Developer shall have no obligation to provide funding for the Improvements except as specified in this condition. Developer shall make said funds available within thirty (30) days of demand but in no case prior to the date Developer makes application for a Land Disturbance Permit. Further, Dekalb County shall cause the improvements identified in (a) and (b) above to be completed within 24 months of approval of this rezoning. In the event that a Tax Allocation District (TAD) capable of funding the above-referenced Improvements is created, Developer's obligation to fund said improvements and this condition shall immediately and automatically become null and void and, to the extent that Developer has already provided some or all of the funding for the Improvements identified herein, Developer shall be entitled to seek reimbursement for same from the TAD proceeds.
- b. The Developer will work with MARTA to develop the best design for a bus/transit stop on Sweetbriar Road.

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- c. Unless noted otherwise, all "internal roads" shown on the plan are to be privately owned and maintained with a public access easement granted for vehicular and pedestrian traffic; internal roads will not be Private Streets as defined in the DeKalb County code. All lots will have frontage on internal roads or in the case of townhouses onto alleys which connect to internal roads.
- d. Road A, Road B, Road C, Road E, and Mistletoe Extension shall be built at locations that are substantially the same as the locations in the general location shown on the Master Plan and shall be built as part of the first phase of the Project.
- e. Road D may be built as part of a future phase and the exact location may vary as long as the shared-use path connection is maintained from the Future PATH trail to Road C. Additional "internal roads" may be constructed in Block D depending on the final building layout on this block.
- f. Streetscape dimensions for all internal road sections shall be as shown on Sheets C2-50 to C2-52, prepared by Kimley Horn, dated 02/21/22. Further, block and lot requirements shall be as shown on the Master Plan and the Subdivision Plan.
- g. Designated areas of internal roads may be periodically closed to vehicles to provide for street fairs, farmers markets, events, etc. as long as vehicular and pedestrian traffic routes are maintained to provide access to all parts of the site.
- h. The shared-use path shown on the Master Plan as connecting the Future PATH trail with Mistletoe Road shall be built in the first phase of the project. A temporary paved path may be provided from Road B to Road C until the permanent path is built when Road D is constructed.
- i. Bike Nodes consisting of a combination of bike racks, information kiosks, and/or bike maintenance stands shall be constructed at key points along the shared-use path in the general location shown on the Site Plan.
- j. Parking structures in Blocks A and D shall be screened with the use of liner buildings or other buildings to not be visible from public or internal roads.

VIII. Architecture:

- a. The architecture for the shopfront (stand-alone) commercial buildings such as Building A40, A30, A70, A80, C10, C5, etc. shall be substantially consistent with the architectural standards in Exhibit "B."
- b. The front façade design of the ground floor of Buildings B50 and B60 shall be substantially consistent with that shown in the elevations titled, "Architectural Elevations (Sheet A-1.02), prepared by EDENS, and dated 1/18/22, except that the vehicular and pedestrian entrance to the parking garage shall be no wider than 48 feet, including two vehicular lanes of at least 12 feet each.
- c. West facades of Residential Buildings D1 and D3 shall be articulated with design features that shall echo or be compatible with the scale of the front facades of the townhomes on the opposite side of Road B.
- d. Ground floor retail uses, as well as stand-alone retail buildings, shall have functional door and window openings in the facades that face the sidewalks along the interior roads. Doors in the sidewalk-facing facades shall be unlocked and usable by customers during business hours. Windows in the sidewalk-facing facades shall be transparent and shall allow views into the interiors of the retail spaces.

IX. Townhome Construction:

- a. Townhouses shall be designed such that purchasers shall have the option to purchase a solar energy system.
- b. Townhouses shall be designed such that purchasers shall have the option to purchase and build an accessory dwelling unit, to be located on the lowest level of the unit.

X. Signage:

- a. Signage for the development shall be consistent with the standards in Exhibit "C."
- b. Flashing, animated, sound emitting, rotating and inflatable signs are prohibited.

XI. <u>Common Area Maintenance:</u>

a. The common areas within the Development shall be kept and maintained in first class order and repair as compared to any other first class mixed-use development similar to the caliber, type and character of the Development and located in the Atlanta, Georgia metropolitan area.

XII. Subdivision:

- a. The Subject Property may be subdivided in general accordance with Exhibit D and parts of the Subject Property may be owned separately and/or conveyed as separate tracts and to separate owners with different ownership structures.
- b. Should there be separate ownership of parts of the Subject Property and/or a conveyance of part of the Subject Property to different owners, all conditions and variances, if any, shall remain applicable to any portion of the Subject Property, regardless of what person or entity owns the property. A true copy of the approved conditions and zoning agreement shall be attached to any and all legal documents transferring ownership of any part of the development.
- c. Separate ownership of parts of the Subject Property and/or conveyance of part of the Subject Property to different owners shall not create non-conforming lots or uses and shall not require any changes to the Site Plan for the development nor any variances. The newly created property lines which arise from these conveyances are not required to observe setback, buffer or other zoning requirements, except as may be reflected on the Site Plan.

XIII. Housing Affordability

a. Developer agrees to provide 3 Affordable Housing Units (AHU) per multi-family building (15 total), defined as housing that is affordable to households earning no more than 60 percent of Area Median Income (AMI). In addition, the Developer agrees to provide 21 Workforce Housing Units (WHU), as defined by the Urban Land Institute, per multi-family building (105 total); for a total of 120 Affordable and Workforce Housing Units (7.1%). Subject to applicable laws, each multi-family building owner/operator shall establish a program to give a preference for rental of the AHU and WHU to individuals who work within the Project site.

XIV. Miscellaneous:

- a. Food trucks, shipping container stores, and similar structures shall be allowed in all locations except Blocks E and G as long as adequate pedestrian access is maintained. Food trucks and shipping container stores shall comply with all applicable State and County regulations.
- b. Outdoor dining associated with a restaurant or other commercial establishment shall be allowed throughout all Blocks except Blocks E and G.
- c. Temporary outdoor events may be held in all Blocks except Block E. The following temporary outdoor events are not subject to the Special Administrative Requirements of section 27-7.6 and/or 27-4.1.3, Table 1: temporary outdoor events, festivals, concerts, farmers markets, produce stands, Christmas tree sales, pumpkin and Halloween sales, ping pong or similar tournaments, ice skating rink, art shows, magic shows, athletic events (e.g., 5K races), yoga, meditation, antique car shows, etc. This list is intended to be representative, not exclusive.
- d. Information and advertising kiosks shall be allowed throughout all Blocks except Blocks E and G.
- e. Walk-up ATMs shall be allowed either integrated into buildings or free-standing. A Drive-up ATM shall be allowed subject to a Special Land Use Permit.
- f. Murals shall be allowed except in Block E and G.
- g. A drive-through pharmacy shall be allowed as indicated at Building A10 subject to a Special Land Use Permit.
- h. On all buildings in the development, roof mounted mechanical equipment and appurtenances shall be located so that they are not visible from the ground immediately adjacent to the building. Said equipment shall also be screened with screening materials that are compatible with the surrounding building materials and architectural design.
- i. The development shall provide a minimum of 1 bicycle/moped parking spaces per twenty (20) parking spaces in surface parking lots and parking structures (this provision shall not apply to townhouse garages) in accordance with Section 27-6.1.17. Parking structures shall provide covered bicycle park spaces at the above ratio.
- j. A minimum of 3 percent of all surface parking lots and non-residential portions of parking structures shall be striped and signed for alternative fuel vehicle parking. EV charging station parking spaces may be used toward this total.
- k. A minimum of two percent parking spaces in surface parking lots and parking structures shall have electric vehicle charging stations.
- 1. All parking structures shall be designed to provide the infrastructure for future conversion to allow for electric vehicle charging stations for a minimum five (5) percent of the parking spaces.

- m. The site shall be provided with underground utilities for electricity, phone, cable and internet services.
- n. Developer shall employ pest and rodent abatement measures during demolition.
- o. Developer shall employ dust abatement measures during demolition.
- p. Setbacks shall be measured by existing right-of-way, versus any future right-of-way that County may demand incidental to development.
- q. No cell towers/structures/monopoles shall be permitted anywhere on project property, but non-tower-mounted flat antennas may be located on roof tops or parking structures.
- r. A Sustainability Program shall be developed and implemented for the overall development.
- s. Before County issuance of a land disturbance permit, the Developer shall submit a framework plan for refuse disposal. The framework plan shall outline the method of recycling that will be used in the development. Recycling bins shall be provided in all multi-tenant buildings in locations convenient for use by residents. Storage areas for construction materials and/or equipment shall be screened from view from residential properties and structures with opaque construction fencing.
- t. An outdoor lighting plan shall be submitted in conjunction with the application for a land disturbance permit and shall meet the standards of Sec. 5.6.1 of the DeKalb County Zoning Code.
- u. The approval of this rezoning application by the Board of Commissioners has no bearing on other approvals by the Zoning Board of Appeals or other authority, whose decision should be based on the merits of the application before said authority.

DeKalb County

DeKalb County Department of Planning & Sustainability

178 Sams Street, 3rd Floor Decatur, GA 30030

(404) 371-2155 / plandev@dekalbcountyga.gov

Planning Commission Hearing Date: May 5, 2022, 5:30 P.M. Board of Commissioners Hearing Date: May 26, 2022, 5:30 P.M.

STAFF ANALYSIS

Parcel ID(s): 18-100-02-005, -040, -041, -049 & -057 and 18-100-04-014

Request: To rezone property from C-1 (Local Commercial) to MU-4 (Mixed-use-4) for

redevelopment of the North DeKalb Mall into a mixed-use development with retail, multifamily residential, entertainment, and grocery land uses. The property is located on the west side of Lawrenceville Highway, approximately 92 feet south of the southwest corner of Lawrenceville Highway and North Druid Hills Road, at 2144, 2054, 2050, and 2038 Lawrenceville Highway, 1086 Birch Road, and 2692 Sweet Briar Road, Decatur.

Property Owner(s): NDM Edens, LLC

Applicant/Agent: NDM Edens, LLC c/o Dennis J. Webb

Acreage: 73.11 acres

Existing Land Use: The North DeKalb Mall

Surrounding Properties: To the north, northeast, east, and southeast: commercial and office uses (zoned NS,

and C-1); to the south and southwest: undeveloped floodplain (zoned R-75); to the

west and northwest: single-family residential (zoned R-75 and RSM).

Comprehensive Plan: TC (Town Center) and COS (Conservation Open Space) X Consistent

Proposed Density: maximum /acre	Existing Density: No residential
Proposed Units/Square Ft.: 1,800 units maximum/ 500,000 s.f.	Existing Square Feet: 550,630 s.f.
Proposed Lot Coverage: approx. 67% (no discernable increase over existing lot coverage)	Existing Lot Coverage: (estimate) 67%

Zoning History

The property was zoned to C-1 (Local Commercial) in 1973 pursuant to CZ-73054. In 1985, a 25.176-acre parcel to the south of the proposed development was rezoned from R-75 (Single-Family Residential) to C-1 pursuant to CZ-85160 to allow for renovations to the Mall. In 2008, a parcel at the northwest corner of the Mall property was rezoned from NS (Neighborhood Shopping) to C-1 to allow for construction of a Costco gas station (which was not constructed). In 2018, an application (Z-18-22310) was made to rezone the property from C-1 to MU-4 for a mixed-use development anchored by a Costco retail store; the application was withdrawn.

SITE AND PROJECT ANALYSIS

The subject property is a 73.11-acre site that is developed with the North DeKalb Mall, a regional shopping center. The Mall was constructed 1965 with 54 stores including a Rich's department store and a Woolworth dime store. In 1986, North DeKalb Mall was expanded and renovated with two new anchor stores and renamed Market Square at North DeKalb. A movie theater was added in the mid- 1990s. In 2016, the anchor store Macy's closed, and a number of smaller retailers have subsequently left the mall. Two large retail stores (Marshall's and the Burlington Coat Factory) have remained, along with an AMC Theater. The mall has also been used, for the past few years, as a storage space for movie production equipment.

The site of the mall is approximately 20 feet lower in grade than Lawrenceville Highway and is located behind the commercial uses that front on North Druid Hills Road, so that the buildings of the mall currently cannot be seen from either street. The floodplain of the South Fork Peachtree Creek is located along the southwest and south borders of the property.

The Mall is located at the southwestern corner of North Druid Hills Road, a four-lane major arterial, and Lawrenceville Highway, a five-lane major arterial and State highway (Route 29). The site is approximately 1,000 feet from the on- and off-ramps of Interstate 285. Land uses at this intersection form an intensive commercial node. Shamrock Plaza, a shopping center anchored by a Publix grocery store, is located approximately 200 feet west of the northwest corner of the intersection, and North DeKalb Square, anchored by Goodwill Industries Store and Career Center, is located approximately 400 feet north of the northeast corner. The southeast corner of the intersection is occupied by an auto repair shop. A Home Depot store is located approximately 1,000 feet to the north of the intersection. Other nearby properties are developed with fast food restaurants, gas stations, and assorted commercial establishments.

Project Description

The spatial framework of the proposed development is established by an east-west street (Road A) and a north-south street (Road C) that intersect at approximately the center of the development site and divide the site into four quadrants. Road A extends from the existing main entrance of the mall property at Lawrenceville Highway, on the east border of the development site, to a north-south street (Road B) at the western edge of the development site. Road C effectively extends Oak Tree Road, which currently dead ends at Sweet Briar Road, through the site to Orion Drive and the south border of the development site. The site plan shows a potential PATH multi-purpose bike/walk trail through the floodplain with connections to the PATH trail along South Fork Peachtree Creek at the western edge of the site at Promenade Park, and a connection to Lawrenceville Highway at the south edge of the site via Orion Drive.

The proposal to redevelop the Mall would involve the demolition of the existing buildings and construction of the following:

- 320,000 square feet of retail, restaurant, and entertainment space, including a grocery store, the existing AMC movie theater, and ground floor retail/restaurants in the buildings located on the major streets
- A maximum of 1,700 multifamily residential units
- A maximum of 100 townhome units
- 180,000 square feet of office space; and
- A 150-room hotel

Usable open space would be provided in three pocket parks and in open spaces around the multifamily residential buildings. In addition, the floodplain that borders the southern edge of the development site would be improved with a PATH foundation multiuse trail, and the existing community garden located near Orion Drive at the south of the development site would continue. The PATH trail would connect with a shared use bicycle/pedestrian path that would circulate through the northwestern quadrant of the site (Block D) and could be linked with the single-family residential neighborhood to the north of North Druid Hills Road via Birch Road or Mistletoe Road, which

have signalized intersections at North Druid Hills Road. A linear park with a multipurpose path is proposed to be located along the west side of the property.

Required residential parking would be provided in parking decks for the multifamily units and in garages for the townhomes. The residential component of the development will be constructed by a residential development partner who hasn't been selected yet; thus, unit maximums are provided and the exact number of residential units are to be determined by the residential development partner. Non-residential Parking would be provided in decks, in surface lots next to the proposed grocery store and the building in which the AMC theater is housed, and on the internal streets. A shared parking calculation, as shown below, has reduced the total number of required parking spaces by 382 spaces at times of highest non-residential parking demand. The applicant proposes to provide 1,532 non-residential parking spaces, which, the calculations show, should be more than sufficient to accommodate peak demand.

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

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

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

Compliance with District Standards:

MU-4 STANDARD	REQUIRED/ALLOWED	PROVIDED/PROPOSED	COMPLIANCE
MAX. D.U.s/ACRE (BASE, W/BONUSES)	Base: 24 d.u.s/acre; w/bonuses: 40 d.u.s/ac.	24.6 units/acre	Yes, with bonus

MU-4 STANDARD	REQUIRED/ALLOWED	PROVIDED/PROPOSED	COMPLIANCE
DENSITY BONUSES	• Public improvements = add'l. 20% of base	MARTA bus stop(s), structured parking, PATH trail	Yes – used for additional .6 units/acre
	Non-residential uses occupy more than 20% of total bldg. s.f. = add'l. 20% of base	Non-residential uses occupy 24.95% of total building s.f.	Not used
	 Amenity is located w/in ¼ mile from site 	Grocery store is located on site	Not used
MIN. STREET FRONTAGE	50 feet	145 feet on Lawrenceville Hwy	Yes
OVERALL SITE SETBACK	Front, Side: None; Rear (west side of property): Min. 10 ft.	Rear: Superseded by 50-foot transitional buffer	Yes
MIN. OPEN SPACE	10% of total parcel acreage	.26% (including floodplain)	Yes
MIN. TRANSITIONAL BUFFER	50 feet next to R district	35-50 feet next to R-75 on west side	A variance to reduce the buffer will be necessary.
MIX OF USES (SQUARE FOOTAGE OF BUILDING(S))	Min. 20% non-residential	24%	Yes
MINIMUM UNIT SIZE	1 brm. – 500 s.f.; 2 brm. – 650 s.f.; 3-brm. – 800 s.f.	Minimums will be met.	Yes
MAX. BLDG. HEIGHT (w/out bonuses)	8 stories or 100 ft., whichever is less	2 – 8 stories	Yes
TRANS'L HEIGHT PLANE	Required for townhomes on west side of site	See Building Height Profiles Section, A – AA, attached	Yes
PARKING	See shared parking calculation	See shared parking calculations	Yes
Retail – Min. 1/500 sf.; Max. 1/200 s.f. Theater – Min. 1 space/4 seats.; Max. 1 space/2 seats.	See shared parking calculations	See shared parking calculations	Yes
Hotel – Min. 1/unit + 1/150 s.f. banquet or assembly area; Max. 1.2/unit + 1/100 s.f. banquet or assembly area	See shared parking calculations	See shared parking calculations	Yes
Office – Min. 1/500 sf; Max 1/200 s.f. = min. 360; max. 720	See shared parking calculations	See shared parking calculations	Yes
Multifamily residential – Min. 1.5/d.u.; Max. 3/d.u	(assuming 1,700 units) Min. 2,550 spaces; max. 5,100 spaces	To be determined, based on actual number of units constructed	TBD

MU-4 STANDARD	REQUIRED/ALLOWED	PROVIDED/PROPOSED	COMPLIANCE
PARKING (continued)			
Attached s-f townhomes— Min. 1.75/d.u.;Max. 3.25/d.u.	(assuming 100 units) Min. 175 spaces; max. 325 spaces	To be determined, based on actual number of units built	TBD
Bicycle parking : 1 space/20 non-residential vehicular parking spaces = 98 spaces	76.6 bicycle spaces	Information not provided	Site must comply or variance will be necessary

LAND USE AND ZONING ANALYSIS

Section 27-832 of the Zoning Ordinance, "Standards and factors governing review of proposed amendments to the official zoning map" states that the following standards and factors shall govern the review of all proposed amendments to the zoning maps.

A. Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan:

Redevelopment of the Mall to include a more diverse mix of uses is consistent with the intent of the TC (Town Center) character area, which is to "promote the concentration of residential and commercial structures which serve many communities in order to reduce automobile travel, promote walkability and increased transit usage." It is compatible with the Comprehensive Plan Update policy for Town Center character areas to: "Create compact mixed-use districts and reduce automobile dependency and travel to obtain basic services." The mixture of uses and density and intensity of development is consistent with the following policy: "Each Town Center shall include a very high-density mix of retail, office, services, and employment opportunities to serve several neighborhoods." The land uses within the mall are connected by a system of sidewalks and street crossings, and street trees will provide shade to encourage the use of the sidewalks. Thus, the development is consistent with the Town Center policy that states, "Design shall be pedestrian-oriented with walkable connections between different uses."

B. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties:

The ARC has commented, "The project density is appropriate to its location and provides substantial new households to support exiting and new businesses as well as retail and commercial destinations for surrounding neighborhoods." Adjacent and nearby commercial properties are expected to continue to support the mall as a regional shopping and entertainment destination and will, in turn, continue to be supported by the mall after redevelopment. The site plan and the requested conditions incorporate protections for the single-family homes that adjoin the west side of the mall property: relatively low buildings, in the form of townhomes, are located on the west edge of the development site. Townhomes have a maximum height of 45 feet and cannot encroach into the required 50-foot transitional buffer. In addition, the recommended conditions impose a transitional height plane on the townhomes, which would not be otherwise required by the development standards of the zoning ordinance.

C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned:

The property has reasonable economic use as currently zoned; however, the proposed zoning category of MU-4 is much more desirable as it would allow the kind of mixture of non-residential and residential uses that has the potential to reduce automobile trips and create a community with a range of integrated land uses.

D. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property:

The mall will continue to be separated from single-family residential neighborhoods to the southwest and south by the floodplain of the South Fork Peachtree Creek. A 50-foot buffer is proposed along the west property line to reduce impacts on the residential neighborhood to the west.

E. Whether there are other existing or changing conditions affecting the use and development of the property, which give supporting grounds for either approval or disapproval of the zoning proposal:

The DeKalb County Lawrenceville Highway Corridor study (November 2016) identified the commercial area around the North DeKalb Mall as "needing re-tenanting". It stated that, in other words, "... the retailers present no longer fit the service area demographics adequately." It did not identify the mall itself as obsolete, although its vacancies indicate that obsolescent may be an issue. It is possible that redevelopment of the mall would spur a revitalization of the area around the mall.

F. Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources:

No historic buildings, sites, districts, or archaeological resources are located on the property or in the surrounding area.

G. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools:

The Atlanta Regional Commission (ARC) estimates that the proposed development would generate 15,000 new daily car trips. The ARC has commented, "While the project will generate a significant number of new vehicular trips, its mixed use and highly walkable design as well as immediate adjacency to several MARTA bus lines offer meaningful multi-modal alternatives to driving." The ARC has recommended a number of on- and off-site improvements. The off-site improvements include streets and intersections at North Druid Hills Road, Lawrenceville Highway, Church Street, Frazier Street, and McClendon Avenue, and are assumed to be completed before the estimated five-year build-out period for the proposed project, in order to bring the surrounding road system to an acceptable level of service.

None of the comments from the DeKalb County Transportation and Traffic Engineering Divisions, the School District, and the Board of Health indicate that the zoning proposal will overburden surrounding street, utilities, or schools. It is assumed that the developer will install necessary on-site water and sewer infrastructure improvements. The Board of Education notes that Druid Hills High School currently has capacity to accommodate the high school students who are expected to be generated by the proposed development, although the high school is nearing capacity.

H. Whether the zoning proposal adversely impacts the environment or surrounding natural resources:

The existing mall is almost completely paved, so there is little natural area on the property. Redevelopment of the site will increase the amount of landscaping in the parking lots and will add three pocket parks to a property that doesn't currently have any parks or open green spaces. The floodplain to the south of the developed area would be preserved in its natural state except for construction of a PATH Foundation multipurpose trail through the floodplain. After completion, the development will exceed the required number of tree units, either through the planting of new trees, or the preservation of existing trees.

STAFF RECOMMENDATION: APPROVAL WITH CONDITIONS.

Redevelopment of the Mall to include a more diverse mix of uses is consistent with the intent of the TC (Town Center) character area, which is to "promote the concentration of residential and commercial structures which serve many communities in order to reduce automobile travel, promote walkability and increased transit usage." It is compatible with the Comprehensive Plan Update policy for Town Center character areas to: "Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services." The mixture of uses and density and intensity of development is consistent with the following policy: "Each Town Center shall include a very high-density mix of retail, office, services, and employment opportunities to serve several neighborhoods." The land uses within the mall are connected by a system of sidewalks and street crossings, and street trees will provide shade to encourage the use of the sidewalks. Thus, the development is consistent with the Town Center policy that states, "Design shall be pedestrian-oriented with walkable connections between different uses."

The ARC has commented, "The project density is appropriate to its location and provides substantial new households to support exiting and new businesses as well as retail and commercial destinations for surrounding neighborhoods." Adjacent and nearby commercial properties are expected to continue to support the mall as a regional shopping and entertainment destination and will, in turn, continue to be supported by the mall after redevelopment. The site plan and the requested conditions incorporate protections for the single-family homes that adjoin the west side of the mall property by limiting the height and proximity of residential buildings at the western edge of the site

As detailed in the recommended conditions, the developer has agreed to implement aspects of the development that were identified at the outset of the community engagement process as priorities by neighborhood representatives. In addition, the developer has agreed to contribute towards public improvements identified by the ARC and conditions to their approval, including the construction of a Shared-Use Trail on Mistletoe Road extending from the project site to North Druid Hills Road. The developer has also agreed to contribute funding to improvements for the Community Garden located in the floodplain in the south portion of the subject property.

Therefore, the Department of Planning and Sustainability recommends "Approval" with the following conditions:

I. Zoning District, Master Development Plan and Exhibits:

The property consists of +/- 73.11 acres and has been proposed for a mixed-use development (the "Subject Property"). The Subject Property shall be rezoned to the MU-4 (Mixed-Use High Density) district. A Master Development Plan, prepared by Kimley-Horn and dated 04/25/2022, is attached hereto as Exhibit "A" (the "Master Plan"). The Master Plan is hereby approved as the long-term planning document that will provide a guide for future growth and development. It is expressly recognized that the Master Plan is intended to be dynamic and to allow for future flexibility in both the design of the project and its development and reasonable modifications are both anticipated and authorized, as provided for in Article 27-7.3.10 of the Zoning Ordinance. However, the street layout and percentage mix of land uses, maximum square footages of land use types, and minimum square footage of open space in the development shall be substantially the same as those shown on the Master Plan. Similarly, the cross-hatched areas on the Master Plan are intended as flexible areas limited to the following uses: commercial, commercial and townhomes or townhomes only in Block C and commercial, townhouses, or multi-family residential in Block F. A DeKalb Master Sign Program, prepared pursuant to Section 2.19.4.B.4.b. and attached as Exhibit "B" (the "Sign Package"), is incorporated herein as a condition of this rezoning. The architecture standards for shopfront commercial

buildings, prepared pursuant to Section 2.19.4.B.4.a., are attached as Exhibit "C" and incorporated herein as a condition of this rezoning. In addition, the Subject Property will be subdivided in the future and a subdivision map is attached hereto as Exhibit "D" (the "Subdivision Plan") and incorporated herein as a condition of this rezoning.

II. Phasing:

a. Developer shall build no more than 750 multi-family units until 140,000 square feet of non-office commercial space (to include existing non-office commercial space proposed for renovation) has been constructed or renovated.

III. <u>Uses and Building Heights:</u>

a. Non-Office Commercial:

- Non-Office Commercial uses, to include Retail, Restaurant, and/or Entertainment uses, shall be
 developed for up to 320,000 square feet of combined space and any square footage not used
 under this commercial threshold may be transferred to other uses, subject to these conditions,
 provided that non-commercial uses together with the office and hotel uses shall comprise a
 minimum of 20% of total building square footage.
- 2. Non-Office Commercial building heights shall be limited to a maximum of two stories or 50 feet, whichever is less, unless incorporated into a mixed-use building.

b. Office and Hotel:

- Office uses shall be developed for up to 180,000 square feet, except that unused commercial square footage may be transferred to office uses, which shall increase this threshold proportionately (but not the DRI threshold for office uses)
- 2. Up to 150 hotel rooms are allowed. Additional hotel rooms may be added, but only if the amount of allowable commercial space is reduced by 500 square feet for each additional room (but not the DRI threshold for hotel rooms).
- 3. Office and hotel building heights shall be limited to a maximum of eight stories (100 feet).
- 4. Owner shall be allowed to locate office and/or hotel uses on the areas shown on the Site Plan interchangeably. Further, Owner shall be allowed to locate office uses above any retail building, so long as the square footage thresholds and maximum building heights herein are not exceeded.

c. Residential:

- 1. Residential uses shall consist of a combination of multi-family units and townhome units (for-sale and/or for-rent) and shall not exceed 1,800 total units. Further, multi-family units shall not exceed 1,700 units.
- Multi-family building heights shall not exceed six-stories (75 feet) unless ground floor commercial is incorporated, in which case the maximum building height shall be seven-stories (85 feet). The height of Residential Building D3 shall not exceed six-stories (75 feet) within 100 feet of the townhouses located in Block E.
- 3. Townhome building heights shall be a maximum of three stories (45 feet). Rooftop structures on townhomes that do not exceed 50% of the total area of the roof deck surface shall not be considered as a building story, but shall be subject to the 45-foot height limitations herein.

d. Prohibited Uses:

1. The following use shall be prohibited in all portions of the development: Any use related to adult entertainment or adult service facility; pawn shop, title loan, check cashing, convenience store, gas station, and funeral home/crematorium.

IV. Building Locations and Orientation:

- a. The final location, size, and use of buildings and parking shown on the plan may vary as provided for in Article 27-7.3.10 of the Zoning Ordinance, but the overall density cannot exceed the proposed development program summary, except as may be allowed by these conditions.
- b. Block A shall have the following limitations:
 - The primary entrance to tenants in Building A20 shall be on Road A and its facade shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade.
 - The primary entrance to tenants in Buildings A50 and A60 shall be on Road A, Road E and/or Road C and these facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level façade.
 - 3. The primary entrance to tenants in Buildings A65, A70, and A80 shall be on Mistletoe Extension or Road E. The facades facing Mistletoe Extension and Road E shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade.
 - 4. A minimum of one (1) fifteen (15) foot wide breezeway shall be provided from the lower level of the parking structure in Residential Building A1 to Road E. The breezeway shall be well-lit at all times, shall be surveilled with security monitors, and shall be open, accessible, and ungated at all times.
 - 5. The openings in Residential Building A1 for vehicular ingress and egress shall be high enough to accommodate sanitation and recycling vehicles.
 - 6. In the areas of Residential Building A1 which do not have ground floor retail, the ground floor residential units shall provide doorways to Road C. Such doorways can be secondary entrances, but shall imitate front doors. The doorways and windows of said ground floor residential units shall comprise at least 30% of the front facades of the ground floor residential units.
 - 7. The rear of Building A10 and the service areas for A10 and A20 shall be screened from Road A with a combination of decorative walls and/or landscaping, subject to approval by the Director of Planning and Sustainability or designee.
- c. Block B shall have the following limitations:
 - 1. The primary entrance to tenants in Building B30 shall be on Road A or the Mews and these facades shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade.
 - 2. The primary entrance to tenants in Buildings B70 and B80 shall be on Road A or Road C and these facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level façade.
 - 3. The side of Building B70 that faces Road A shall either have windows that comprise at least 50% of the façade; be decorated with a mural or painting; be a green wall; or have a comparable design treatment, subject to approval by the Director of Planning and Sustainability or designee.
 - 4. The primary lobby to Building B10 shall be on Road A or the Office Plaza adjacent to Road A and these facades shall have windows and/or doorways that occupy at least fifty (50) percent of the façade.

- 5. The primary lobby to Building B75 shall be on Road C or the Mews and the facades shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade.
- 6. A minimum of one (1) fifteen (15) foot wide breezeway shall be provided from the lower level of the parking structure in Residential Building B1 to Road A. "Breezways" shall be provided on each side of the vehicular entrance to the parking structure. The breezeways shall be well-lit at all times, shall be surveilled with security monitors, and shall be open, accessible, and ungated at all times.
- 7. The openings in the liner building around the structured parking in Block B for vehicular ingress and egress shall be high enough to accommodate sanitation and recycling vehicles.
- 8. The primary entrance to tenants in Building B90 shall be on Road C. The façade facing Road C shall have windows and/or doorways that occupy at least fifty (50) percent of the façade.

d. Block C shall have the following limitations:

- 1. The primary entrance to tenants in Buildings C5, C10, C30, and C40 shall be on Road A, Road C or Lemon Park and these facades shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level facade.
- 2. The primary entrance to Building C50 (Existing Marshall's) shall remain in the existing store entrance location.
- 3. The primary entrance to tenants in Buildings C90 and C110 shall be on Road A and Wild Honey Park, respectively, and these facades shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade.
- 4. The primary entrance to tenants in Buildings C60 and C80 shall face Road C. The façade facing Road C shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade for building C80 and thirty-five (35) percent of the width of the first-floor street-level façade for building C60.
- 5. The Flexible Area hatched location indicated on the Site Plan can be Commercial Uses only like shown on the Site Plan, Townhouses only with fronts facing on Wild Honey Park, or Townhouses facing on Wild Honey Park with a Commercial Building located to the south behind the townhouses.

e. Block D shall have the following limitations:

- The primary entrance to tenants in Buildings D5 and D10 shall be on Road A or Road C and these
 facades shall have windows and/or doorways that occupy at least fifty (50) percent of the width
 of the first-floor street-level façade.
- 2. In the areas of Residential Building D1 which do not have ground floor retail, the ground floor residential units shall provide doorways to the adjacent roads. Such doorways can be secondary entrances but shall imitate front doors. The doorways and windows of said ground floor residential units shall comprise at least 30% of the front facades of the ground floor residential units.
- 3. Ground floor retail can be constructed anywhere in Building D5 and in Residential Building D1 along Road A.
- 4. Ground floor retail in Buildings D2 and D3 shall not be required. If ground floor retail is constructed in Buildings D2 and/or D3 it shall be limited to 5,000 SF in each location and shall be located along the parks adjacent to Road D. The primary entrance to tenants in these retail spaces shall be on the adjacent roads or parks and these facades shall have windows and/or doorways that occupy at least fifty (50) percent of the width of the first-floor street-level façade. At least thirty (30) percent of the facades of stories above the ground floor, and of the ground floor if the ground floor is residential, shall be comprised of window and door openings.
- 5. The openings in Residential Building D1 for vehicular ingress and egress shall be high enough to accommodate sanitation and recycling vehicles if sanitation/recycling is located in the parking structure, otherwise sanitation and recycling areas shall be screened.

- 6. Townhouses may be incorporated into Block D and the building locations may vary from those shown including the addition of internal streets as long the Shared-Use Path connecting Road B and Road C remains and a multi-use park and dog park at similar sizes to those shown on the Master Plan are constructed adjacent to the path.
- 7. In the areas of Residential Building D2 and D3 which do not have ground floor retail, the ground floor residential units shall provide doorways to the adjacent streets. Such doorways can be secondary entrances but shall imitate front doors. The doorways and windows of said ground floor residential units shall comprise at least 30% of the front facades of the ground floor residential units. in all locations where adjacent sidewalk grades allow.
- f. Block E shall have the following limitations:
 - 1. Only Residential Dwellings as allowed in Table 4.1 Use Table of the DeKalb County Zoning code shall be permitted in Block E.
 - 2. Where adjacent to single-family residential, building heights shall be limited by the transitional height plane as required by the DeKalb County code.
 - 3. Residential units adjacent to Road B and the shared-use path shall provide doorways to Road B or the shared-use path. Such doorways can be secondary entrances but shall imitate front doors. The doorways and windows of said ground floor residential units shall comprise at least 30% of the front facades of the ground floor residential units.
- g. Block F shall have the following limitations:
 - 1. Uses shall consist of commercial buildings or residential buildings consisting either of townhouses or a multi-family building limited to 6 stories in height.
 - 2. Due to the elevation change across the site, street facing doorways may not be possible in all locations but a connection to the street from all entry doors shall be required.
- h. Block G Open Space shall have the following limitations:
 - 1. The area shall be limited to open space to include paved or unpaved trails, community gardens, and an existing detention pond by Orion Drive.

V. Open Space:

- a. Developer agrees to (a) contribute \$25,000 to DeKalb County (or other appropriate entity) towards improvements to the Community Garden, (b) construct a gravel driveway ramp to provide access to said Community Garden and (c) install piping between the existing storm drainage system and/or a detention pond to a 5,000 gallon cistern for use of the Community Garden. Developer shall make the funds in (a) above available within thirty (30) days of demand but in no case prior to the issuance of the first Certificate of Occupancy and shall complete items (b) and (c) as part of the first Land Development Permit issued for the project subject to all other necessary governmental approvals.
- b. A 12' wide Shared-Use Path and linear park shall be constructed between Wild Honey Park and Promenade Park in the general location shown on the Master Development Plan. An 8' wide sidewalk and linear park shall be constructed north of Promenade Park, a portion of which is located in the already cleared portion of the 50' transitional buffer, in the general location as shown on the Master Development Plan. These paths/sidewalks shall be located within a public access easement and shall not be gated, although reasonable restrictions can be placed on the hours such paths are open to the general public.
- c. Lemon Park shall be built in the first phase of the project and shall consist of a combination of turf, grass, landscaping, hardscaping, seating and/or play areas. Outside dining and events shall be allowed if such dining and/or events remain inside the Park and do not obstruct pedestrian access to buildings via sidewalks and hardscaping around the buildings.
- d. A dog park and multi-use park shall be constructed in Block D adjacent to the Shared-Use Path. The multi-use park shall consist at a minimum of some turf or grass play areas as well as passive recreational areas. A dog waste disposal station shall be provided in the dog park.

- e. Promenade Park shall consist of the Shared-Use Path and seating and landscape areas, creating an entry/transition from the future Block G PATH trail into the site.
- f. Wild Honey Park shall consist of a mixture of hard surfaces, landscaped areas, and casual seating that can be activated by a variety of events.
- g. The Entrance Plaza on Mistletoe Extension shall be a pedestrian orientated park integrated into the area between the shared-use path and the retail uses to create an inviting activated entrance from Mistletoe Road into the project site. Outside dining may be provided in portions of the entrance plaza as long as pedestrian access is maintained through the park area. An entrance sign may be added in compliance with the Master Sign Program.

VI. PATH Trail Connection:

a. The Developer(s) and/or Owners shall allow construction of a future PATH trail in Block G as shown on the Master Plan.

VII. Infrastructure:

- a. Contingent upon any necessary approvals, Developer agrees to contribute \$750,000 to DeKalb County (or other appropriate entity) to be exclusively applied towards the following improvements, which are public improvements: (a) the improvements to the intersection of Birch Road and North Druid Hills Road and (b) the improvements to the intersection of Orion Drive and Lawrenceville Highway, all as outlined in the GRTA Notice of Decision dated April 14, 2022, as well as (c) the construction of a Shared-Use Trail on Mistletoe Road extending from the project site to North Druid Hills Road (hereafter collectively the "Improvements"). Developer shall have no obligation to provide funding for the Improvements except as specified in this condition. Developer shall make said funds available within thirty (30) days of demand but in no case prior to the date Developer makes application for a Land Disturbance Permit. Further, Dekalb County shall cause the improvements identified in (a) and (b) above to be completed within 24 months of approval of this rezoning. In the event that a Tax Allocation District (TAD) capable of funding the above-referenced Improvements is created, Developer's obligation to fund said improvements and this condition shall immediately and automatically become null and void and, to the extent that Developer has already provided some or all of the funding for the Improvements identified herein, Developer shall be entitled to seek reimbursement for same from the TAD proceeds.
- b. The Developer will work with MARTA to develop the best design for a bus/transit stop on Sweetbriar Road.
- c. Unless noted otherwise, all "internal roads" shown on the plan are to be privately owned and maintained with a public access easement granted for vehicular and pedestrian traffic; internal roads will not be Private Streets as defined in the DeKalb County code. All lots will have frontage on internal roads or in the case of townhouses onto alleys which connect to internal roads.
- d. Road A, Road B, Road C, Road E, and Mistletoe Extension shall be built at locations that are substantially the same as the locations in the general location shown on the Master Plan and shall be built as part of the first phase of the Project.
- e. Road D may be built as part of a future phase and the exact location may vary as long as the shared-use path connection is maintained from the Future PATH trail to Road C. Additional "internal roads" may be constructed in Block D depending on the final building layout on this block.
- f. Streetscape dimensions for all internal road sections shall be as shown on Sheets C2-50 to C2-52, prepared by Kimley Horn, dated 02/21/22. Further, block and lot requirements shall be as shown on the Master Plan and the Subdivision Plan.
- g. Designated areas of internal roads may be periodically closed to vehicles to provide for street fairs, farmers markets, events, etc. as long as vehicular and pedestrian traffic routes are maintained to provide access to all parts of the site.

- h. The shared-use path shown on the Master Plan as connecting the Future PATH trail with Mistletoe Road shall be built in the first phase of the project. A temporary paved path may be provided from Road B to Road C until the permanent path is built when Road D is constructed.
- Bike Nodes consisting of a combination of bike racks, information kiosks, and/or bike maintenance stands shall be constructed at key points along the shared-use path in the general location shown on the Site Plan.
- j. Parking structures in Blocks A and D shall be screened with the use of liner buildings or other buildings to not be visible from public or internal roads.

VIII. Architecture:

- a. The architecture for the shopfront (stand-alone) commercial buildings such as Building A40, A30, A70, A80, C10, C5, etc. shall be substantially consistent with the architectural standards in Exhibit "B."
- b. The front façade design of the ground floor of Buildings B50 and B60 shall be substantially consistent with that shown in the elevations titled, "Architectural Elevations (Sheet A-1.02), prepared by EDENS, and dated 1/18/22, except that the vehicular and pedestrian entrance to the parking garage shall be no wider than 48 feet, including two vehicular lanes of at least 12 feet each.
- c. West facades of Residential Buildings D1 and D3 shall be articulated with design features that shall echo or be compatible with the scale of the front facades of the townhomes on the opposite side of Road B.
- d. Ground floor retail uses, as well as stand-alone retail buildings, shall have functional door and window openings in the facades that face the sidewalks along the interior roads. Doors in the sidewalk-facing facades shall be unlocked and usable by customers during business hours. Windows in the sidewalk-facing facades shall be transparent and shall allow views into the interiors of the retail spaces.

IX. Townhome Construction:

- a. Townhouses shall be designed such that purchasers shall have the option to purchase a solar energy system.
- b. Townhouses shall be designed such that purchasers shall have the option to purchase and build an accessory dwelling unit, to be located on the lowest level of the unit.

X. Signage:

- a. Signage for the development shall be consistent with the standards in Exhibit "C."
- b. Flashing, animated, sound emitting, rotating and inflatable signs are prohibited.

XI. Common Area Maintenance:

a. The common areas within the Development shall be kept and maintained in first class order and repair as compared to any other first class mixed-use development similar to the caliber, type and character of the Development and located in the Atlanta, Georgia metropolitan area.

XII. Subdivision:

- a. The Subject Property may be subdivided in general accordance with Exhibit D and parts of the Subject Property may be owned separately and/or conveyed as separate tracts and to separate owners with different ownership structures.
- b. Should there be separate ownership of parts of the Subject Property and/or a conveyance of part of the Subject Property to different owners, all conditions and variances, if any, shall remain applicable to any portion of the Subject Property, regardless of what person or entity owns the property. A true copy of

- the approved conditions and zoning agreement shall be attached to any and all legal documents transferring ownership of any part of the development.
- c. Separate ownership of parts of the Subject Property and/or conveyance of part of the Subject Property to different owners shall not create non-conforming lots or uses and shall not require any changes to the Site Plan for the development nor any variances. The newly created property lines which arise from these conveyances are not required to observe setback, buffer or other zoning requirements, except as may be reflected on the Site Plan.

XIII. Housing Affordability

a. Developer agrees to provide 3 Affordable Housing Units (AHU) per multi-family building (15 total), defined as housing that is affordable to households earning no more than 60 percent of Area Median Income (AMI). In addition, the Developer agrees to provide 21 Workforce Housing Units (WHU), as defined by the Urban Land Institute, per multi-family building (105 total); for a total of 120 Affordable and Workforce Housing Units (7.1%). Subject to applicable laws, each multi-family building owner/operator shall establish a program to give a preference for rental of the AHU and WHU to individuals who work within the Project site.

XIV. Miscellaneous:

- a. Food trucks, shipping container stores, and similar structures shall be allowed in all locations except Blocks E and G as long as adequate pedestrian access is maintained. Food trucks and shipping container stores shall comply with all applicable State and County regulations.
- b. Outdoor dining associated with a restaurant or other commercial establishment shall be allowed throughout all Blocks except Blocks E and G.
- c. Temporary outdoor events may be held in all Blocks except Block E. The following temporary outdoor events are not subject to the Special Administrative Requirements of section 27-7.6 and/or 27-4.1.3, Table 1: temporary outdoor events, festivals, concerts, farmers markets, produce stands, Christmas tree sales, pumpkin and Halloween sales, ping pong or similar tournaments, ice skating rink, art shows, magic shows, athletic events (e.g., 5K races), yoga, meditation, antique car shows, etc. This list is intended to be representative, not exclusive.
- d. Information and advertising kiosks shall be allowed throughout all Blocks except Blocks E and G.
- e. Walk-up ATMs shall be allowed either integrated into buildings or free-standing. A Drive-up ATM shall be allowed subject to a Special Land Use Permit.
- f. Murals shall be allowed except in Block E and G.
- g. A drive-through pharmacy shall be allowed as indicated at Building A10 subject to a Special Land Use Permit.
- h. On all buildings in the development, roof mounted mechanical equipment and appurtenances shall be located so that they are not visible from the ground immediately adjacent to the building. Said equipment shall also be screened with screening materials that are compatible with the surrounding building materials and architectural design.
- i. The development shall provide a minimum of 1 bicycle/moped parking spaces per twenty (20) parking spaces in surface parking lots and parking structures (this provision shall not apply to townhouse garages) in accordance with Section 27-6.1.17. Parking structures shall provide covered bicycle park spaces at the above ratio.
- j. A minimum of 3 percent of all surface parking lots and non-residential portions of parking structures shall be striped and signed for alternative fuel vehicle parking. EV charging station parking spaces may be used toward this total.
- k. A minimum of two percent parking spaces in surface parking lots and parking structures shall have electric vehicle charging stations.

- I. All parking structures shall be designed to provide the infrastructure for future conversion to allow for electric vehicle charging stations for a minimum five (5) percent of the parking spaces.
- m. The site shall be provided with underground utilities for electricity, phone, cable and internet services.
- n. Developer shall employ pest and rodent abatement measures during demolition.
- o. Developer shall employ dust abatement measures during demolition.
- p. Setbacks shall be measured by existing right-of-way, versus any future right-of-way that County may demand incidental to development.
- q. No cell towers/structures/monopoles shall be permitted anywhere on project property, but non-tower-mounted flat antennas may be located on roof tops or parking structures.
- r. A Sustainability Program shall be developed and implemented for the overall development.
- s. Before County issuance of a land disturbance permit, the Developer shall submit a framework plan for refuse disposal. The framework plan shall outline the method of recycling that will be used in the development. Recycling bins shall be provided in all multi-tenant buildings in locations convenient for use by residents. Storage areas for construction materials and/or equipment shall be screened from view from residential properties and structures with opaque construction fencing.
- t. An outdoor lighting plan shall be submitted in conjunction with the application for a land disturbance permit and shall meet the standards of Sec. 5.6.1 of the DeKalb County Zoning Code.
- u. The approval of this rezoning application by the Board of Commissioners has no bearing on other approvals by the Zoning Board of Appeals or other authority, whose decision should be based on the merits of the application before said authority.

Attachments:

- 1. Department and Division Comments
- 2. Board of Health Comments
- 3. Board of Education Comments
- 4. Application
- 5. Site Plan
- 6. Zoning Map
- 7. Land Use Plan Map
- 8. Aerial Photograph
- 9. Site Photographs

NEXT STEPS

Following an approval of this zoning action, one or several of the following may be required:



- Land Disturbance Permit (Required for of new building construction on non-residential properties, or land disturbance/improvement such as storm water detention, paving, digging, or landscaping.)
- **Building Permit** (New construction or renovation of a building (interior or exterior) may require full plan submittal or other documentation. Zoning, site development, watershed and health department standards will be checked for compliance.)



- Certificate of Occupancy (Required prior to occupation of a commercial or residential space and for use of property for a business. Floor plans may be required for certain types of occupants.)
- **Plat Approval** (Required if any parcel is being subdivided, re-parceled, or combined. Issued "administratively"; no public hearing required.)
- **Sketch Plat Approval** (Required for the subdivision of property into three lots or more. Requires a public hearing by the Planning Commission.)
- **Overlay Review** (Required review of development and building plans for all new construction or exterior modification of building(s) located within a designated overlay district.)
- **Historic Preservation** (A Certificate of Appropriateness is required for any proposed changes to building exteriors or improvements to land when located within the Druid Hills or the Soapstone Geological Historic Districts. Historic Preservation Committee public hearing may be required.)



- **Variance** (Required to seek relief from any development standards of the Zoning Ordinance. A public hearing and action by the Board of Appeals are required for most variances.)
- **Minor Modification** (Required if there are any proposed minor changes to zoning conditions that were approved by the Board of Commissioners. The review is administrative if the changes are determined to be minor as described by Zoning Code.)
- **Major Modification** (Required submittal of a complete zoning application for a public hearing if there are any proposed major changes to zoning conditions that were approved by the Board of Commissioner for a prior rezoning.)
- **Business License** (Required for any business or non-residential enterprise operating in Unincorporated DeKalb County, including in-home occupations).
- Alcohol License (Required permit to sell alcohol for consumption on-site or packaged for off-site consumption. Signed and sealed distance survey is required. Background checks will be performed.)

Each of the approvals and permits listed above requires submittal of application and supporting documents, and payment of fees. Please consult with the appropriate department/division.



NOTICE OF DECISION

To: Doug Hooker, ARC (via electronic Bob Voyles, GRTA

mail) Dick Anderson, GRTA

Kathryn Zickert, GRTA Sharon Mason, GRTA Sonny Deriso, GRTA

To: Jim McKenney (via electronic Dekalb County

mail and certified mail)

From: Christopher Tomlinson, GRTA Executive Director

Copy: Andrew Smith, ARC (via electronic Aries Little, ARC

mail) Donald Shockey, ARC

Shawanna Qawiy, City of Clarkston Jessica Echols, City of Tucker Kylie Thomas, City of Tucker

Eric Meyer, Dekalb County Commissioner Law Patrece Keeter, Dekalb County DOT Cedric Hudson, Dekalb County Planning

Larry Washington, Dekalb County

Planning

Sylvia Smith, Dekalb County Planning

Justin Hatch, GDOT Landon Perry, GDOT Megan Wilson, GDOT December Weir, GRTA\ATL Charles Rosa, MARTA Natavis Harris, MARTA

Matthew Lee, Tucker-Northlake CID

Alex Hensley, Kimley-Horn Emily Flood, Kimley-Horn Harrison Forder, Kimley-Horn John Walker, Kimley-Horn

Den Webb, Smith, Gambrell & Russell Law Kathy Zickert, Smith, Gambrell & Russell

Jim Lamey, NDM Edens, LLC Jim McKenney, NDM Edens, LLC

Date: April 14, 2022

Notice of Decision for Request for Non-Expedited Review of DRI 3582 DRI North Dekalb Mall Redevelopment

The purpose of this notice is to inform Jim McKenney (the Applicant) and Dekalb County (the Local Government), the Georgia Regional Transportation Authority (GRTA) Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding Development of Regional Impact (DRI) 3582 DRI North Dekalb Mall Redevelopment (the DRI Plan of Development). GRTA has completed a non-expedited Review for the DRI Plan of Development pursuant to Section 4.2.3 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless substantial construction of the proposed DRI has been commenced during this ten (year) period.

The notice of decision is based on a review of the applicant's DRI Review Package received by GRTA on January 26, 2022. The review package includes: the site development plan (Site Plan) dated December 25, 2021 titled "North Dekalb Mall" prepared by Edens, the Transportation Study dated March 17, 2022 prepared by Kimley-Horn received by GRTA on March 18, 2022, and the DCA Initial and Additional forms filed on January 24, 2022 and March 14, 2022.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) Business Days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures*.

Christopher Tomlinson

Executive Director

DocuSigned by:

Georgia Regional Transportation Authority

Attachment A - General Conditions

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.
- Coordinate with DeKalb County to provide connections between internal bicycle and pedestrian infrastructure and existing bicycle and pedestrian infrastructure external to the site.
- Coordinate with DeKalb County to ensure connections to planned bicycle and pedestrian infrastructure are not precluded by the use or configuration of any public right-of-way.
- In coordination with DeKalb County and the PATH Foundation, construct a shared-use path on Mistletoe Road south of North Druid Hills Road to connect to the multi-use path internal to the site
- Work with MARTA to determine the best bus facilities on Sweetbriar Road.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

North Druid Hills Road at Birch Road (Intersection 3)

• Restripe North Druid Hills Road to provide an exclusive westbound left-turn lane into the site. The eastbound approach would be shifted right, and the exclusive eastbound right-turn lane would be converted to a shared through/right-turn lane.

Lawrenceville Highway (US 29/SR 8) at Orion Drive (Intersection 10)

 Restripe and widen Orion Drive to provide an exclusive southbound left-turn lane along Orion Dr. onto Lawrenceville Highway

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

• All "Proposed Conditions of Approval to GRTA Notice of Decision" set forth in Attachment A are provided.

Attachment C – Required Improvements to Serve the DRI

As defined by the *GRTA DRI Review Procedures*, a "Required Improvement means a land transportation service or access improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI."

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1:

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.
- Coordinate with DeKalb County to provide connections between internal bicycle and pedestrian infrastructure and existing bicycle and pedestrian infrastructure external to the site.
- Coordinate with DeKalb County to ensure connections to planned bicycle and pedestrian infrastructure are not precluded by the use or configuration of any public right-of-way.
- In coordination with DeKalb County and the PATH Foundation, construct a shared-use path on Mistletoe Road south of North Druid Hills Road to connect to the multi-use path internal to the site
- Work with MARTA to determine the best bus facilities on Sweetbriar Road.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

North Druid Hills Road at Birch Road (Intersection 3)

 Restripe North Druid Hills Road to provide an exclusive westbound left-turn lane into the site. The eastbound approach would be shifted right, and the exclusive eastbound rightturn lane would be converted to a shared through/right-turn lane.

Lawrenceville Highway (US 29/SR 8) at Orion Drive (Intersection 10)

 Restripe and widen Orion Drive to provide an exclusive southbound left-turn lane along Orion Dr. onto Lawrenceville Highway

Section 2:

Roadway Improvement Conditions to GRTA Notice of Decision:

Bicycle, Pedestrian and Transit Facilities

• Remove parking on one side of road C to accommodate bicycle facilities to allow for connection to planned PATH trail that crosses at Lawrenceville Rd.

Clairmont Road (US 23/SR 155) at North Druid Hills Road (Intersection 1)

- Provide an additional westbound through lane (creating three throughs) along North Druid Hills Road.
- Provide an additional southbound through lane (creating three throughs) along Clairmont Road (US 23/SR 155).
- Provide an additional northbound left-turn lane (creating triple lefts) along Clairmont Road (US 23/SR 155).
- Provide an exclusive northbound right-turn lane along Clairmont Road (US 23/SR 155).
- Coordinate with DeKalb County to determine the appropriate pedestrian infrastructure treatments at this intersection such as median refuge islands in conjunction with any roadway widenings that may occur.

North Druid Hills Road at Oak Tree Road (Intersection 4)

 Work with DeKalb County to determine the appropriate intersection configuration at this intersection with particular attention to bicycle, pedestrian, and transit connectivity.

North Druid Hills Road at Mistletoe Road (Intersection 5)

• Restripe Mistletoe Road to provide an exclusive northbound right-turn lane onto North Druid Hills Road.

Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road (Intersection 6)

- Provide an additional northbound through lane (creating three throughs) along Lawrenceville Highway (US 29/SR 8).
- Provide an additional southbound through lane (creating three throughs) along Lawrenceville Highway (US 29/SR 8).
- Per PI #0018284, provide an additional eastbound through lane (creating three throughs) along North Druid Hills Road and provide an exclusive westbound right-turn lane along North Druid Hills Road.

Lawrenceville Highway (US 29/SR 8) at Orion Drive (Intersection 10)

- Provide an additional westbound through lane (creating four throughs) along Lawrenceville Highway (US 29/US 78/SR 8)
- Provide an exclusive northbound left-turn lane along Orion Drive.

Scott Boulevard (US 29/US 78/SR 8) at Church Street (Intersection 12)

 Provide an additional northbound right-turn lane (creating triple rights) along Church Street.

Lawrenceville Highway (US 29/SR 8) at Frazier Road/McLendon Drive (Intersection 13)

Construct an exclusive eastbound right-turn lane along Frazier Road
 Construct an exclusive westbound right-turn lane along McLendon Drive

Comments – Public Works Transportation Division Z-22-1245595, 2050 Lawrenceville Hwy Kiosk 1101

(Note: These comments were made before Notice of Decision was released from the Atlanta Regional Commission and the Georgia Regional Transportation Authority.)

- Lawrenceville Hwy is SR 8. GDOT review and approval required prior to land development permits. Both Lawrenceville Hwy and North Druid Hills are classified as major arterials.
- Please see Zoning Code5.4.3 and Land Development Code 14-190 for infrastructure improvements.
 Required right of way dedication of 40 feet from centerline or such that all public infrastructure is
 within right of way, whichever greater. Required: 6-foot sidewalk and 4-foot bike lane OR a 10-foot
 multiuse path (preferred), curb and gutter raised to current standards, 10-foot landscape strip (see
 Zoning 5.4.3 for options), pedestrian scale street lighting (contact: hefowler@dekalbcountyga.gov).
- Contribute \$500,000 towards a future project to add a left turn lane at the intersection of Birch Road and North Druid Hills.
- Add a second left turn lane SB on Orion Dr at the intersection of Lawrenceville Hwy and Orion Drive.
- Sweet Briar Road, Birch Road, Mistletoe Road and Oaktree Road are all classified as local roads.
 Required right of way dedication of 27.5 feet from centerline or such that all public infrastructure is within right of way, whichever greater. Pedestrian scale lights and a 10-foot multiuse path required on all roads or as directed by the Transportation Division of Public Works.
- Multiuse path connection required to the South Fork Peachtree Creek Trail and along Orion Drive. No left turns allowed out of access point on Lawrenceville Hwy, unless signalized. No poles can remain within the limits of the sidewalk or multiuse path.
- Intersection and stopping sight distance must be met for all access points based on AASHTO.
- Reserve the right to alter comments after the Notice of Decision is released from the Atlanta Regional Commission and the Georgia Regional Transportation Authority.



DEKALB COUNTY GOVERNMENT PLANNING DEPARTMENT DISTRIBUTION FORM

NOTE: PLEASE RETURN ALL COMMENTS VIA EMAIL OR FAX TO EXPEDITE THE PROCESS TO MICHELLE ALEXANDER mmalexander@dekalbcountyga.gov AND/OR LASONDRA HILL lahill@dekalbcountyga.gov

COMMENTS FORM: PUBLIC WORKS WATER AND SEWER

Case No.: Z-22-1245595	
Parcel I.D. #: 18-100-02-005, -040, -041, -049 & -057 and 18-100-0	4-014
Address: 2144, 2054, 2050, and 2038 Lawrenceville Highway	
1086 Birch Road and 2692 Sweet Briar Road,	
Decatur GA	
WATER: 8" adequacy unknown	uate)
SEWER: Outfall Servicing Project: South Fork Peachtree	
Is sewer adjacent to property: Yes (x) No () If no, distance to nearest line:	
Sewage Capacity; 36.3 (MGPD)	Current Flow: 40 (MGPD)
COMMENTS:	
Will need sewer capacity approval.	

Signature:

4/13/2022

To: Ms. Madolyn Spann, Planning Manager

Mr. John Reid, Senior Planner

From: Ryan Cira, Environmental Health Manager Cc: Alan Gaines, Technical Sevices Manager

Re: Rezone Application Review

General Comments:

DeKalb County Health Regulations prohibit use of on-site sewage disposal systems for

- multiple dwellings
- food service establishments
- hotels and motels
- commercial laundries
- funeral homes
- schools
- nursing care facilities
- personal care homes with more than six (6) clients
- child or adult day care facilities with more than six (6) clients
- residential facilities containing food service establishments

If proposal will use on-site sewage disposal, please contact the Land Use Section (404) 508-7900.

Any proposal, which will alter wastewater flow to an on-site sewage disposal system, must be reviewed by this office prior to construction.

This office must approve any proposed food service operation or swimming pool prior to starting construction.

Public health recommends the inclusion of sidewalks to continue a preexisting sidewalk network or begin a new sidewalk network. Sidewalks can provide safe and convenient pedestrian access to a community-oriented facility and access to adjacent facilities and neighborhoods.

For a public transportation route, there shall be a 5ft. sidewalk with a buffer between the sidewalk and the road. There shall be enough space next to sidewalk for bus shelter's concrete pad installation.

Since DeKalb County is classified as a Zone 1 radon county, this office recommends the use of radon resistant construction.

DeKalb County Board of Health

404.508.7900 • www.dekalbhealth.net 4/13/2022

N.5	SLUP-22-1245550	2022-1473	18-103-03-017, 18-103-03-018
1799 Clairmont Road, Decatur, GA 30033			
Amendment			
Diagon ravious general comments			
Please review general comments.Note: Several properties in the area opera	ate on septic system.		
N.6	SLUP-22-1245546	2022-1474	18-018-01-093
518 Lake Michele Court, Stone Mountain, G.	A 30088		
Amendment			
Please review general comments.Septic system installed on October 27, 19	75.		
N.7	Z-22-1245577 202	2-1475 15-1	73-07-002, 15-173-07-018, 15-173-07-048
1847 2nd Ave, Decatur, GA 30032			
Amendment			
Diagon ravious general comments			
Please review general comments.Note: Several properties in the surroundin	g area operate on se	eptic.	
N.8	Z-22-1245595 202 100-02-057, 18-100		100-02-005, 18-100-02-040, 18-100-02-041, 18-
	100 02 001, 10-100	UT UIT	
2050 Lawrenceville Highway Kiosk 1101, De	ecatur GA 30033		
Amendment			
- Please review general comments.			

- Note: Several properties in the surrounding area operate on septic.

DeKalb County School District Development Review Comments

Submitted to: DeKalb County Case #: Z-22-1245595

Parcel #: 18-100-02-005/-040/-041/-057/

Analysis Date:

4/15/2022

18-100-04-014

Name of Development: North DeKalb Mall Redevelopment (EDENS)

Location: 2050 Lawrenceville Hwy

Description: Rezoning request to redevelop the North DeKalb Mall site as mixed-use with a maximum of 1800

dwelling units.

Impact of Development: When fully constructed, this development would be expected to generate 130 students: 62 at

Laurel Ridge Elementary, 24 at Druid Hills Middle School, 22 at Druid Hills High School, 16 at other DCSD schools, and 6 at private school. Although all three neighborhood schools have capacity for additional students, enrollment at Druid Hills HS is approaching capacity and an increase of

students may put additional strain on the facility and staff.

Current Condition of Schools	Laurel Ridge Elementary	Druid Hills Middle School	Druid Hills High School	Other DCSD Schools	Private Schools	Total
Capacity	504	1,170	1,395			
Portables	0	0	0			
Enrollment (Oct. 2021)	398	940	1,339			
Seats Available	106	230	56			
Utilization (%)	79.0%	80.3%	96.0%			
New students from development	62	24	22	16	6	130
New Enrollment	460	964	1,361]		
New Seats Available	44	206	34			
New Utilization	91.3%	82 4%	97.6%			

	Attend	Attend other		
	Home	DCSD	Private	
Yield Rates	School	School	School	Total
Elementary	0.0346	0.0054	0.0013	0.0413
Middle	0.0131	0.0016	0.0007	0.0154
High	0.0122	0.0016	0.0016	0.0154
Total	0.0600	0.0086	0.0036	0.0722
Student Calculations				
Proposed Units	1800	\neg		
Unit Type	APT			
Cluster	Druid Hills High School			
_	Attend	Attend other		
	Home	DCSD	Private	
			~ · ·	Total
Units x Yield	School	School	School	TOLAT
Units x Yield Elementary	School 62.34	School 9.67	2.42	74.43
Elementary	62.34	9.67	2.42	74.43
Elementary Middle	62.34 23.59	9.67 2.88	2.42 1.21	74.43 27.68
Elementary Middle High	62.34 23.59 22.04	9.67 2.88 2.88	2.42 1.21 2.88	74.43 27.68 27.80
Elementary Middle High	62.34 23.59 22.04 107.97	9.67 2.88 2.88 15.43	2.42 1.21 2.88	74.43 27.68 27.80
Elementary Middle High	62.34 23.59 22.04 107.97 Attend Home	9.67 2.88 2.88 15.43 Attend other	2.42 1.21 2.88 6.51	74.43 27.68 27.80
Elementary Middle High Total	62.34 23.59 22.04 107.97 Attend Home	9.67 2.88 2.88 15.43 Attend other DCSD	2.42 1.21 2.88 6.51 Private	74.43 27.68 27.80 129.91
Elementary Middle High Total Anticipated Stude	62.34 23.59 22.04 107.97 Attend Home School ents School	9.67 2.88 2.88 15.43 Attend other DCSD School	2.42 1.21 2.88 6.51 Private School	74.43 27.68 27.80 129.91
Elementary Middle High Total Anticipated Stude Laurel Ridge Eleme	62.34 23.59 22.04 107.97 Attend Home School entary chool 24	9.67 2.88 2.88 15.43 Attend other DCSD School 10	2.42 1.21 2.88 6.51 Private School	74.43 27.68 27.80 129.91 Total 74



DEPARTMENT OF PLANNING & SUSTAINABILITY

Rezoning Application to Amend the Official Zoning Map of DeKalb County, Georgia

Date Received:	Application No:
Applicant E-Mail Address	EDENS), LLC c/o Dennis J. Webb, Jr., Smith, Gambrell & Russell, LLP dwebb@sgrlaw.com 1105 W. Peachtree Street, NE, Suite 1000, Atlanta, Georgia 30309
Applicant Daytime Phone	: 404.815.3620 Fax: 404.685.6920
Owner Name: NDM (EDI	ENS), LLC, a South Carolina limited liability company, If more than one owner, attach list of owners.
Owner Mailing Address: _	3050 Peachtree Road, NW, Suite 580, Atlanta, Georgia 30305
Owner Daytime Phone: _	678.527.0418
	rty: See Attachment A
Parcel ID#: See Attachr Acreage: ±73.11	Commission District:2/6
Present Zoning District(s)	
Proposed Zoning District:	
Present Land Use Design	ation: TC & COS
Proposed Land Use Design	gnation (if applicable):

ATTACHMENT A To NDM (EDENS), LLC's Rezone Application

18-100-02-040; 2144 Lawrenceville Hwy. 18-100-02-041; 2054 Lawrenceville Hwy. 18-100-02-005; 2050 Lawrenceville Hwy. 18-100-02-057; 2038 Lawrenceville Hwy.

18-100-02-049; 1086 Birch Road

18-100-04-014; 2692 Sweet Briar Road

18-100-02-055; 3777 North Druid Hills Road

THIS CHECK IS VOID WITHOUT A BLUE & GREEN BACKGROUND AND AN ARTIFICIAL WATERMARK ON THE BACK - HOLD AT AN ANGLE TO VIEW

SMITH GAMBRELL & RUSSELL, LLP

CLIENT DISBURSEMENT ACCOUNT 1105 W PEACHTREE ST, NE SUITE 1000 ATLANTA, GA 30309-3608 WELLS FARGO BANK, N.A. 64-975/612

100820

PAY

SEVEN HUNDRED FIFTY AND 00/100 Dollars

TO THE ORDER OF

DEKALB COUNTY, GEORGIA

02-23-22

\$*****750.00

DATE

AMOUNT

SMITH GAMBRELL & RUSSELL, LLP

Mon Milu

"OO 1008 20" 1:06 1 20 9 7 561: 20 7 9 9 0 0 5 1 4 1 6 2 11"

SMITH GAMBRELL & RUSSELL, LLP

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW.
IF NOT CORRECT PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED.

100820

	, 100820 , DEKALB COUNTY, GEORGIA 02-23-22						
REF. #	INV.#	DATE	P.O. #	INVOICE DESCRIPTION	AMOUNT PAID		
534709	022222	02-22-22	060354.002	FEES FOR FILING ZONING APPLICATION	750.00		
				TOTAL AMOUNT PAID:	750.00		

Community Meeting Notice and Sign-In



Dear Neighbors of 2050, 2054, and 2144 Lawrenceville Hwy., Decatur, Georgia

EDENS is interested in redeveloping the North DeKalb Mall property and proposes an application to rezone the property, located at 2050, 2054, and 2144 Lawrenceville Highway, Decatur from C-1 to MU-4 to allow for a mixed use development. As indicated below, EDENS plans to host a virtual community meeting to provide more information.

What is a Community Rezoning Meeting? Community rezoning meetings are designed to inform the surrounding communities of current rezoning applications. It's an opportunity for the community to learn about the proposed project, ask questions, present concerns, and make suggestions. You are receiving this letter as you own property within 500' of our project. We hope you will be able to meet with us at the following date/time:

Meeting Date/Time: February 15, 2022 at 7:00 pm Meeting Location: https://sgrlaw.zoom.us/join Webinar ID: 984 3418 0720 / Passcode: 642663 Or join by phone: 646.558.8656 or 301.715.8592

We look forward to discussing the project with you and getting feedback on February 15, 2022. If you are unable to attend or wish to reach out beforehand, please contact Den Webb at dwebb@sgrlaw.com or 404.815.3620.

Sincerely, EDENS www.EDENS.com



NOTICE OF DATE CHANGE

Dear Neighbors of 2050, 2054, and 2144 Lawrenceville Hwy., Decatur, Georgia

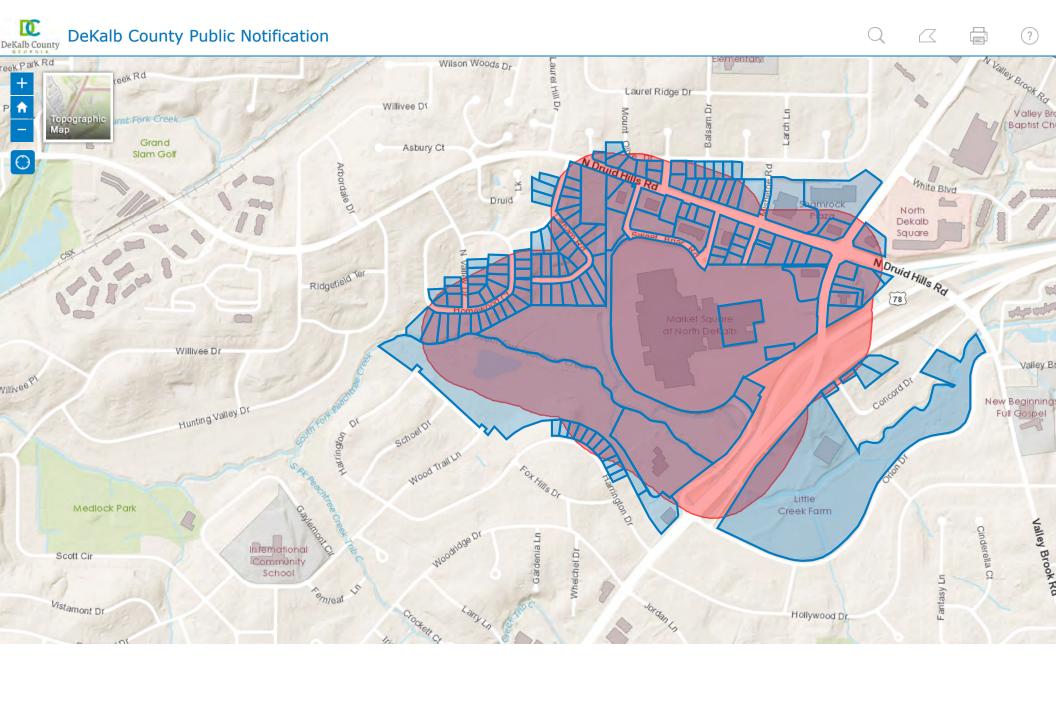
EDENS is interested in redeveloping the North DeKalb Mall property and proposes an application to rezone the property, located at 2050, 2054, and 2144 Lawrenceville Highway, Decatur from C-1 to MU-4 to allow for a mixed use development. As indicated below, EDENS plans to host a virtual community meeting to provide more information. Due to scheduling conflicts of certain stakeholders, EDENS is rescheduling the meeting from the original date of February 15th to February 22nd.

What is a Community Rezoning Meeting? Community rezoning meetings are designed to inform the surrounding communities of current rezoning applications. It's an opportunity for the community to learn about the proposed project, ask questions, present concerns, and make suggestions. You are receiving this letter as you own property within 500' of our project. We hope you will be able to meet with us at the following date/time:

Revised Meeting Date/Time: February 22, 2022 at 7:00 pm Meeting Location: https://sgrlaw.zoom.us/join Webinar ID: 984 3418 0720 / Passcode: 642663 Or join by phone: 646.558.8656 or 301.715.8592

We look forward to discussing the project with you and getting feedback on February 22, 2022. If you are unable to attend or wish to reach out beforehand, please contact Den Webb at dwebb@sgrlaw.com or 404.815.3620.

Sincerely, EDENS www.EDENS.com





Name and Address of Sender

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1105 W. Peachtree St.

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 Adult Signature Restricted Delivery £ Registered Mail _ Certified Mail

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USPS TOPING ATTO DYDDOC	Addressee (Name, Street, City, State, & ZIP Code™)	Postage	(Extra Service) Fee	Heading Charge	Detual Value	Insured Value	Due Sender if COD	ASR Fee	ASRD Fee	RD Fee	RR Fee	SC Fee	SCRD Fee	SH Fee
1. FEB 0 4 2022	3814 NORTH DRUID HILLS LLC 412 CONVENTRY RD DECATUR GA 30033	•53	.47											
2. PATLANTA, GAS	ALL AMERICAN SPECIALTIES INC 5156 CARSON CT BUFORD GA 30518	.53	.47											
3. JUNI POST OFFICE	ANGEL AMY K 1001 LATHAM RD DECATUR GA 30033	. 53	.47											
4. FEB 0 4 2022	ARTIKOV SHUKHRAT 2199 THORNCLIFF DR NE ATLANTA GA 30345	, 53	.47											
5. ATLANTA, GA3	970 HOMEWOOD CT DECATUR GA 30033	, 53	.47											
6. AND POST OFFICE	BHINDI BROTHERS GEORGIA LLC 1070 OAKTREE RD DECATUR GA 30033	, 53	.47											
7. FEB 0 4 2022	BHINDI BROTHERS GEORGIA LLC 18508 PIONEER BLVD ARTESIA CA 90701	,51	.47											
8. ATLANTA, GA	BIBISI LUCY S 2817 MOUNT OLIVE DR DECATUR GA 30033	, 53	,47											

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					/	POSTO	
9.	BLANCHARD BERTHA S 4500 RED CEDAR CV SW LILBURN GA 30047	, 53	.47		1//	POSTO	111
10.	BOATRIGHT MICHAEL 1013 LATHAM RD DECATUR GA 30033	. 53	47		USPS	ANTA, GA	
11.	BOHACS BRAD 1118 N DRIUD HILL CIR DECATUR GA 30033	.53			1	ANTA, GA	
12.	BRADSHAW WILLIAM D 1041 LATHAM RD DECATUR GA 30033	.53					
13.	BRANCH BANKING AND TRUST P O BOX 167 WINSTON-SALEM NC 27102	.53					
14.	BRAWNER JEFFREY 1106 N DRUID HILLS CIR DECATUR GA 30033	.53	.47				
15.	BRIESKE THOMAS J 2700 HARRINGTON DR DECATUR GA 30033		.47				
16.	BUETTNER LAWRENCE J 934 HOMEWOOD CT DECATUR GA 30033	.53					
17.	BUI AND LE REAL ESTATE CORP 2221 SEVER RD LAWRENCEVILLE GA 30043		.47				
18. JAH POST OFFICE	CARROLL CHERYL L 1113 N DRUID HILLS CIR DECATUR GA 30033		,41				
19. FEB 0 4 2022	CARTER BARBARA HANEVOLD 2682 HARRINGTON DR DECATUR GA 30033		,47				

20.	CHO CHAE HWAN 3648 CREEKSTONE DR NORCROSS GA 30092	,53	.4	7	WAIN	POST OFF	Par la
21.	CITIZENS & SOUTHERN NAT BANK 101 N TRYON ST CHARLOTTE NC 28255	. 53	.4	1	161	B 0 4 2022	-1
22.	CLARK CAROLYN S 1722 FOX VALLEY PITTSBURGH PA 15203	. 53	.47		AS ATT	ANTA, GA	
23.	CUI SHUFANG 3834 N DRUID HILLS RD DECATUR GA 30033	, 53	.4	1			
24.	DEEDAR ALIHEE M SHEIK 985 HOMEWOOD CT DECATUR GA 30033	.53					
25.	DEGUE SARAH A 1065 N VALLEY DR DECATUR GA 30033	.53					
26.	DEKALB COUNTY 1300 COMMERCE DR # 6THF DECATUR GA 30030	-51					
27.	DEMERY NELSON III 1095 LATHAM RD DECATUR GA 30033	,53					
28.	DOSETAREH RYAN 1268 ARBORVISTA DR NE ATLANTA GA 30029	. 53					
29.	EDWARDS KYLA A 2821 CONCORD DR DECATUR GA 30033	. 53		{ 7			
30.	EXECUTIVE ENSING CO 5197 STONE MOUNTAIN HWY STONE MOUNTAIN GA 30087	.53	.4	1 7			

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31.	FAYNE JOHN C 4720 NUTMEG WAY SW LILBURN GA 30047	653	.4	7			ST OKKICK
32.	FENG SI J 950 HOMEWOOD CT DECATUR GA 30033	. 53			ust.	00	14 2022
33.	FIELDS ANTHONY W 553 GRIST MILL DR ACWORTH GA 30101	. 53	.47			PANT	A, GA 303
34.	FIFTH MAN GROUP LLC 315 W PONCE DE LEON AVE # 100 DECATUR GA 30030	•5₹					
35.	FLUKER AND VOYLES REVOCABLE LIVING TRUST 1006 LATHAM RD DECATUR GA 30033		,4				
36.	FULTON REALTY HOLDING LLC 1833 LAWRENCEVILLE HWY DECATUR GA 30033	.53					
37.	GARRETT MARY 984 HOMEWOOD CT DECATUR GA 30033	. 53	.4	7			
38.	GEORGIA ALABAMA COMMERCIAL INV PO BOX 1565 LAWRENCEVILLE GA 30046	. 53		1			
39.	GEZGIN RECEP 2234 SERPENTINE DR NE ATLANTA GA 30345	.33					
40.	GRIMAUD HOLDINGS LLC 804 OLD FORGE RD CHAPIN SC 29036	.53					
41.	GU ZHIPIN 315 PINE ISLE CT ALPHARETTA GA 10022	. 57		41			

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42.	HARLAN SARAH AMANDA 951 HOMEWOOD CT DECATUR GA 30033	БЗ	,4	7		WAIN P	OST OFFICE	
43.	HILLIS REBECCA A 988 HOMEWOOD CT DECATUR GA 30033	.53				FEB	0 4 200	
44.	HOOPER HOMES INCORPORATED 2910 AQUITANIA LN CUMMING GA 30040	.5.2				ATLANT	A, GA 303	
45.	HOPKINS JANE C 1083 N DRUID HILLS CIR DECATUR GA 30033	. 53	.4					
46.	HUGHES JESSIE ROBERT 1052 N VALLEY DR DECATUR GA 30033	.53						
47.	HUNTER MARTHA 2783 MOUNT OLIVE DR DECATUR GA 30033	.53	.4-					
		10.0	1.0.1					
48.	INGRAM SARA HALL 2755 MOUNT OLIVE DR DECATUR GA 30033	.53	-4	7				
49.	ISMAILOVA CHOLPON 2650 HARRINGTON DR DECATUR GA 30033	.53						
50.	J D HUTCHESON PROPERTIES LLC 1763 TILLING WAY STONE MOUNTAIN GA 30087	.53	.4					
51.	JACOB LOUIS F III 807 N PARKWOOD RD DECATUR GA 30030		.4					

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PS Form 3877, January 2017 (Page ____ of _____ of ______)
PSN 7530-02-000-9098

52.	JANKE ROBERT MATTHEW 181 AVERY ST DECATUR GA 30030	•53	.47					
53.	JIVANI AABIDA 3786 N DRUID HILLS RD DECATUR GA 30033	• 53	.47					
54.	KARABANOV OLEKSANDR G 7030 ALMATY PL DULLES VA 20189	.53	.47					
55.	KARG CHRISTIAN 2733 MOUNT OLIVE DR DECATUR GA 30033	.53	,47					
56.	KEENAN SINEAD T 1007 LATHAM RD DECATUR GA 30033	.63	.47					
57.	KELSO ROBERT W 1119 N DRUID HILLS CIR DECATUR GA 30033	, 53						
58.	KIRBY KENNETH O 998 HOMEWOOD CT DECATUR GA 30033	.53	.47					
59.	KOCER IRMA 1035 LATHAM RD DECATUR GA 30033	,51						
60.	KOPSHO MICHAEL 1000 LATHAM RD DECATUR GA 30033		. 47					
61.	KSIONZYK BRADY 994 HOMEWOOD CT DECATUR GA 30033	.53						

62.	LERNER STEPHEN M 1505 BILTMORE DR NE ATLANTA GA 30329	.53	.47		WAIN P	OST OFFICE
63.	LIN HEATHER KELSEY 2656 HARRINGTON DR DECATUR GA 30033	, 53	712		I'm V	0 4 2022
64.	LUZA JESSICA A 1082 LATHAM RD DECATUR GA 30033	, 53	.47		SATIAI	VTA, GA 363
65.	MAH BROWN LLC 2805 ROTHERWOOD DR TUCKER GA 30084		.41			
66.	MALINA CAMILLE J 3826 N DRUID HILLS RD DECATUR GA 30033		.47			
67.	MARINELLI ABIGAIL 942 HOMEWOOD CT DECATUR GA 30033		.47			
68.	MAUGHON JANE M 1012 LATHAM RD DECATUR GA 30033	, 53	.47			
69.	MCKINNEY WILLIAM M 1093 N DRUID HILLS CIR DECATUR GA 30033	. 5 3	.47			
70.	MCNORTH DRUID HILLS LAND LLC 1660 HISTORIC HWY 441 N CLARKESVILLE GA 30523	.53	141			
71.	METRO CORRAL PARTNERS LLE POST (1069 W MORSE BLVD) WINTER PARK FL 32789					

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72.	MIDTOWN NATIONAL GROUP LP 9171 TOWNE CENTRE DR STE 335 SAN DIEGO CA 92122	. 53	.4	1							
73.	MOSS CYNTHIA C 3731 N DRUID HILLS RD DECATUR GA 30033	. 53									
74.	MURDOCK WILLIAM T 2676 HARRINGTON DR DECATUR GA 30033	. 53	.4								
75.	NDM EDENS LLC 1221 MAIN ST STE 1000 COLUMBIA SC 29201	,53	.4	7							
76.	NONA LLC 1454 OLDFIELD RD DECATUR GA 30030	. 53	.4	7							
77.	OAKLEY MEREDITH A 2692 HARRINGTON DR DECATUR GA 30033	.53	.4	7							
								_	-1	-	
78.	OLSEN MORGAN 1020 LATHAM RD DECATUR GA 30033	, 5	3				.41				
79.	PARKER ERNEST T 1037 N VALLEY DR DECATUR GA 30033	, 5,					.47				
80.	PERRY VENETIA 2686 HARRINGTON DR DECATUR GA 30033	. 53		.47							
81.	PLANT IMPROVEMENT COMPANY INC 1800 BRIARCLIFF RD NE ATLANTA GA 30329	, 53			.47						

82.	PLATINUM FEDERAL CREDIT UNION 4794 LAWRENCEVILLE HWY NW LILBURN GA 30047	. 51	4 JAIN POST OF
83.	PRINCEWILL ANEKE LLC 1416 GREENRIDGE TRL LITHONIA GA 30058	. 63	FEB 0 4 2022
84.	PRYOR CHRISTOPHER MICHAEL 968 HOMEWOOD CT DECATUR GA 30033	.57	47 TANTA, GA 303
85.	PSP DEKALB HOLDINGS LLC 5555 PEACHTREE DUNWOODY RD STE 130 ATLANTA GA 30342	. 53	.47
86.	RAJAVUORI DEREK SCOTT 971 HOMEWOOD CT DECATUR GA 30033	.53	.47
87.	RICE JAMES WALLACE 1005 HOMEWOOD CT DECATUR GA 30033	. 53	.47
88.	RKR GROUP IV LLC 2929 TURNER HILL RD STE 2280 LITHONIA GA 30038	. 54	41
89.	ROOSTER AND PIG AP TRUST 2949 HILLBROOK WAY DECATUR GA 30033	.,53	-47
90.	ROSE SHELLEY A 1105 N DRUID HILLS CIR DECATUR GA 30033	-53	ocyg
91.	ROYSTER DONNA 421 AVERY ST DECATUR GA 30030 POST OFFICE	- 53	47

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92.	RUSSELL A V 8060 SW 90TH TER MIAMI FL 33156	. 53	4 GAIN POST OF
93.	RUTLEDGE JOHN R 962 HOMEWOOD CT DECATUR GA 30033	•53	FEB 0 4 2022
94.	SAADEH JANEAH 2775 MT. OLIVE DR DECATUR GA 30033	, 53	.47 TLANTA, GA 3030
95.	SAADEH M JANE 2775 MT OLIVE DR DECATUR GA 30033	• 53	.47
96.	SALVATION ARMY THE 1424 NORTHEAST EXPRESSWAY ATLANTA GA 30329	. 53	47
97.	SHAFQAT MOHAMMAD HASSAAN 1274 HOLLY ST NW ATLANTA GA 30318	. 53	.47
98.	SHEPHERD JAMES H III PO BOX 15518 ATLANTA GA 30333	53	.47
99.	SHEPHERD MERIWETHER 3761 N DRUID HILLS RD DECATUR GA 30033	• 5 4	.47
100.	SIMMS DEBORAH L 1018 HOMEWOOD CT DECATUR GA 30033		.41
101.	SITARAS DANIEL C 1012 HOMEWOOD DECATUR GA 30013	.53	-47

PS Form **3877**, January 2017 (Page <u>10</u> of <u>13</u>) PSN 7530-02-000-9098

102.	SKY SPEED DISTRIBUTORS INC 602 GRASSMEADE WAY SNELLVILLE GA 30078	.53	,47 MFOST OF
103.	STARK CAITLIN H 1006 HOMEWOOD CT DECATUR GA 30033	. 5 3	HT FER OLD
104.	STATE HIGHWAY DEPT OF GEORGIA 3736 DURHAM PARK RD DECATUR GA 30032	. 53	- 47 FEB 8 4 2022 - 41 STANTA, GP 2008
105.	STEVENS FREDDIE NAPOLEON III 1068 LATHAM RD DECATUR GA 30033	• 53	47
106.	STIVERS REALTY LC 1034 BRENTWOOD BLVD 402 ST LOUIS MO 63117	. 53 . 53	.47
107.	STRUBLE MARY JANE 943 HOMEWOOD CT DECATUR GA 30033	, 5 3	_e 47
108.	SUNNY KIMS CORPORATION 1700 HIGHLAND OAKS WAY LAWRENCEVILLE GA 30043	. 53	.47
109.	T C HOLMES & SONS LLLP 6810 STRINGER LN FLOWERY BRANCH GA 30542	, 53	•47
110.	T C HOLMES & SONS LLLP 5200 BUFFINGTON RD ATLANTA GA 30349	.53	_47
111.	T C HOLMES & SONS LLLP 6810 STRINGER LN FLOWERY BRANCH AROST OF COMMENTS	. 53	-47

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FEB 0 4 2022 Complete in Ink

112.	T C HOLMES & SONS LLLP PO BOX 182571 COLUMBUS OH 43218	.53	.47 DOST OF
113.	TATHAM CONNOR CHRISTIAN 1089 N DRUID HILLS CIR DECATUR GA 30033	.53	47 FED COST OFFICE
114.	THOMPSON MOLLY CATHERINE 1033 HOMEWOOD CT DECATUR GA 30033	.53	FEB () 4 2022
115.	TIBBETTS PAMELA W 2803 MOUNT OLIVE DR DECATUR GA 30033	<i>4.53</i>	47
116.	TODD CHARLES C 2737 MOUNT OLIVE DR DECATUR GA 30033	. 53	.47
117.	TRINITY MANAGEMENT COMPANY LLC PO BOX 505 TUCKER GA 30085	. 53	_41
118.	VANN JOHNATHAN 957 HOMEWOOD CT DECATUR GA 30033	.53	.47
119.	VER EECKE STEFAAN 455 KENBROOK DR W ATLANTA GA 30327	,53	43
120.	WALKER CHADWICK R 2789 MOUNT OLIVE DR DECATUR GA 30033	. 8	.47
121.	WALSH KRISTIN 1076 LATHAM RD DECATUR GA 30033	.53	-47

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PS Form 3877, January 2017 (Page <u>12</u> of <u>13</u>) PSN 7530-02-000-9098

				POSTO
122.	WILSON FORREST M 2832 CONCORD DR DECATUR GA 30033	. 53	μ.ħ	IN POST OFFICE
123. –	WRM REAL ESTATE LLC 3826 N DRUID HILLS RD DECATUR GA 30033	.53		FEB U 4 2022
124.	YANG ALEXANDRIA LIN 1047 N VALLEY DR DECATUR GA 30033	. 53	.47	TLANTA, GIA
125.	YATES ELIZABETH 1028 LATHAM RD DECATUR GA 30033	. 53	.47	
126.	Druid Woods Condominium As Homeside Properties Inc 2555 Westside Pluy Se 600 Applient	150c. Ha GA3006(53	.47	
127.	Gavin Wood Homeowners Asso 1140 Gavinwood Place Decatur, 6A 30033		-47	
128	Dinid Glen Homeowners Assoc. Nichael Hutton 3580 N. Druid Hills Rd, Decat		J. 47	
129.	Druid Lake Honoruneri Assoc. Sandra Sisson Hightower 1075 Druid Lake, Decatu	4 GA 30033	J. 47	
130. WANT PO	Laurel Heights Honcowner's A Integrity Assoc. Managarest	4550c. 1 Group 242 Suwanee GA . 53	-47	

PS Form **3877**, January 2017 (Page <u>13</u> of <u>13</u>) PSN 7530-02-000-9098

Complete in Ink

Attendee Report

Edens North DeKalb Mall - Community Meeting

Meeting Date: February 22, 2022; 7:00pm.

Attandaa Nama	Email

Dennis (Den) Webb dwebb@sgrlaw.com
Margueritte Norton mnorton@edens.com
Dustin Quinteros dquinteros@sgrlaw.com
Jim McKenney jmckenney@edens.com
Herbert Ames hames@edens.com
Jim Lamey jlamey@edens.com
Steven Tai stai@sgrlaw.com

Janel Green jgreen@cathedraltowersatlanta.org

Joe Mackey mackey.joseph@gmail.com

Elizabeth Luke lukee@gao.gov

Mark Dunbar markdunbar@aol.com
markd markdunbar@aol.com
Christopher Beck cbeck@emory.edu

Alex Hensley alex.hensley@kimely-horn.com

Dan Whisenhunt decaturish@gmail.com

Jeanne merritt jpmerr27@gmail.com

S & B biruh.zegeye@gmail.com

Susan susbailey2003@yahoo.com

Doug Wilson greenwilson@bellsouth.net

Doug Wilson greenwilson@bellsouth.net

Marylee Putnam maryleeputnam@comcast.net

Theresa Same t same@bellsouth.net Bill Caldwell bcaldwell@edens.com Alli Gitnik alli.gitnik@gmail.com Alli alli.gitnik@gmail.com Jennifer H jennifernhc@gmail.com Jeanie Brieske jbrieske@earthlink.net Jeanie Brieske jbrieske@earthlink.net Jeff Cheatham jeffc@metrocorral.com

Lorrie Beitzel | Ibeitzel@parkrealtyatlanta.com Kathy | kathyyaughn@bellsouth.net

14046333957

melanie davenport meldavenport@gmail.com
Kimberly kimberlylmerritt@bellsouth.net
Mary Jones maryisabeljones@comcast.net

Rosemarie Kobau rkobau@comcast.net
Cathy Hickman mcdublin@charter.net
Dianne Smith sdmsmith@mindspring.com
Victoria Webb vic@furiousdreams.com
Becky chambers3377@bellsouth.net
max maxhbrown@bellsouth.net

Trisha tclymore@gmail.com
Casey csybdr@yahoo.com
derome belcher melodytb01@gmail.com
derome belcher melodytb01@gmail.com
Michael B f64@michaelboatright.com
sandi sandi2850@yahoo.com

Anthony h@sdf.com
Steven Tai stai@sgrlaw.com
Andrew Greenberg president@ggda.org
Jenifer Williams jenwms@gmail.com

Kellie Brownlow kelliemcdonough@hotmail.com

J David Dunagan ddcom01@outlook.com

Helen LTM helentalleymcrae@gmail.com dave butler dabutler700@comcast.net

Dell alvinm@wans.net

Kenna Simmons kenna.simmons@gmail.com RM rmadison1972@yahoo.com

Rahim r@c.com
Theresia Snelling ibq0@cdc.gov

Jane janestruble@yahoo.com

Mary Gould maryscottgould@gmail.com

Mary Gould maryscottgould@gmail.com

Linda ten4ever@gmail.com

Chelsea Peabody Bohannon chelseaapeabody@gmail.com
Don Murray donnie.r.murray@gmail.com

pat richardson benpatratll@att.net
Deb Elkin elkin_d@bellsouth.net
Ahmed Kassem ammkassem@gmail.com
Ashley ashleyrives@gmail.com
Julie Seckman jmseckman@comcast.net
Srubas csrubas@yahoo.com
JANEAH SAADEH janeah7@gmail.com

Melissa Hallmelissasuehall@gmail.comKate Culverkateculver76@gmail.comKate Culverkateculver76@gmail.comWendy & Allen Venetavenet@bellsouth.netLynn Glynn_gibbs@comcast.netL Gibbslynn_gibbs@comcast.netCindipeeseyall@yahoo.com

Lindsay Wilkinson lindsay.wilkinson@coxinc.com
Justin Thompson jw.thompson24@hotmail.com
Justin Thompson jw.thompson24@hotmail.com
Margaret mshaw371@bellsouth.net
Margaret mshaw371@bellsouth.net
Tyler Wilkins twilkins@bizjournals.com
The Garcias yang.alexandria@gmail.com

Sung chosycho49@gmail.comJane Moncus Maughonjmaughon@aol.comLynn Ganimlganim10@gmail.comLynn Ganimlganim10@gmail.comFernbostonfern@aol.comvansialishahali9@gmail.comCarol Hayescarolhayescnm@gmail.com

Darleen Jarman jarmand@usa.net
michaelpisani mgpisani37@gmail.com
Rina Rosenberg rinqro18@gmail.com
Gail Richman gailzip@gmail.com

Chris Opstad copstad@bridgevieweducation.com

L ljc1978@yahoo.com

Margaret Hayman benseth@bellsouth.net

Michael Morrier mmorrie@emory.edu

Laura Crawley Icrawley@uga.edu

Debra debrar@admbuys.com

Carrie Whitworth futchjc0@gmail.com

Zachary Hansen zachary.hansen@ajc.com

14042901975

sbinneysbinney@earthlink.netElkeelkesaile@comcast.netEyateseyates13@gmail.comLaura Zippererllzipperer@gmail.com

Adam Manchester adamgmanchester@gmail.com

16784288789

Mary Jones maryisaeljones@comcast.net

Jennifer Clark jclark@prokarma.com
Toni mytaggteam@gmail.com
Jess L jessicaluza@gmail.com
Nancy Fox Ciliax nciliax@emory.edu

14045385399

carolyngrigg cgrigg@bellsouth.net
miss fabulous ladyfabulous2@gmail.com
John White jwhite999@hotmail.com
Kathi Opstad kopstad@comcast.net
Zirka Smith zirka.smith@emory.edu
Henry C hchappell54@gmail.com

Moreau morear@yale.edu

Martha mihunter@bellsouth.net
Daniel Swartz danielmswartz@gmail.com
jim tharpe jtharpe54@gmail.com

Rosemary Calhoun rosemarycalhoun@gmail.com
Chantel Luncheon csluncheon@gmail.com
Catherine Carter cwcarter531@gmail.com
Nicole Fichtner Dowling nicoledowling@bellsouth.net

Shelly Davis shelly.davis@emoryhealthcare.org

Lou Randolph louran3@gmail.com

Nathan nathan.p.aarons@gmail.com

Barbara Hanevold blhcblhc@gmail.com
Glenda Harrison gwharri653@gmail.com

Gabe gabrielm.bennett@gmail.com

lartis@cerm.com

Arin arin.johnson@newsela.com
Marni Reinlieb marni.reinlieb@genpact.com
Brooke Dailey brookedaileymorris@gmail.com

shixson shixson@edens.com

Sarah Page sjones65@student.gsu.edu Holly hollybiggs1@gmail.com

Stephen Jones stephen@lightboxhomes.com

RHC rhc850@yahoo.com
Patti pkschropp@gmail.com
Sami saminet@bellsouth.net
Margueritte Norton mnorton@edens.com

Russell Eastman russelleastman@yahoo.com
Russell Eastman russelleastman@yahoo.com
Russell Eastman russelleastman@yahoo.com

Elizabeth Luke luke.ecd@gmail.com

M. Oakley wwmonahan10@aol.com

Michael Dowling michaeldowling@bellsouth.net

Michelle Long michelle@npvoices.com Andrea Redman andrearredman@yahoo.com Kierstin kgoodwin938@gmail.com Sharon McAlister sharonmc1053@gmail.com **Annie Godfrey** agodfrey555@gmail.com **Annie Godfrey** agodfrey555@gmail.com Jackie Grinvalds jgrinvalds@gmail.com d_lge d_lgem@hotmail.com d_lge d_lgem@hotmail.com iPhone iangela1720@gmail.com

Leslie Cook lesliecook@mindspring.com Janet K Jackson jkatherinej@msn.com Penelope Krump bpkrump@gmail.com Galaxy S21+ 5G jodiechristian@ymail.com **Eve Shulmister** eshulmister@mindspring.com **Eve Shulmister** eshulmister@mindspring.com Diane Brown dianebrown2950@gmail.com holmes shamrockplaza@yahoo.com Jean Logan jeanslogan@gmail.com **Shelley Rose** curlygirl56@bellsouth.net Riley d.riley.palmer@gmail.com

PamDaily ppdaily@yahoo.com

16785595631

m.sim msim2888@gmail.com

Sydney T. sydney.p.thompson@gmail.com

David Lewicki david@ndpc.org

Gayla Green gayla.green@gmail.com
marianne skeen marskeen@comcast.net
Joanne Breaugh jbreaugh@comcast.net
Joack Barnes jorba@bellsouth.net

Michael Leyrer michael.leyrer@carrier.com
smcwethy@bellsouth.net smcwethy@bellsouth.net
ERIC MEYER eameyer@dekalbcountyga.gov
ERIC MEYER eameyer@dekalbcountyga.gov

Paul Friederich pbcommon@gmail.com
Maria Davila-ORIC Director mdguerr@emory.edu
Ann Finley ann@annfinley.com
Ann Finley ann@annfinley.com
Walaa Elbedewy w.elbedewy@gmail.com
Mark W mw30030@gmail.com

14045089612

Clairmont Heights Resident communications@jldekalb.org

Georgia Tech Enterprise Innovation Inst lv20@gatech.edu

Kisha Irizarry kisha.irizarry@gmail.com
James Bowers jwmbowers@gmail.com
James Bowers jwmbowers@gmail.com
Josh Gilbert josh.gilbert@emory.edu
Larry Riddle lriddle@agnesscott.edu
Jeff Boatright jboatri@emory.edu

samina.shariff@gmail.com Samina Samina samina.shariff@gmail.com ladygaga@gmail.com Sunny cfm888@bellsouth.net Caroline Morris and Mike Aland mschat@bellsouth.net moto g play (2021) Dawn lanierdawn@yahoo.com Courtney Juste cmggriffin@gmail.com Rachel slayton.rachel@gmail.com Rachel slayton.rachel@gmail.com Rachel slayton.rachel@gmail.com Michael ckdexterhodgin@att.net eric holm eholm@meteocorral.com Jackie Rich jackieri1@gmail.com Kim Reimann kreimann@gsu.edu

Kendra Moon kendramoonlady@gmail.com
Don & Joyce comet66t@comcast.net

Betty Molloy elizabethmolloy@bellsouth.net

Thomas Pantino tpantino@yahoo.com

Joey Wilkinson (Druid Woods Ct) joseph.thomas.wilkinson@gmail.com

OH olhenao@gmail.com

BETTY WILLIAMS bettyandjim@mindspring.com
Suzanne Alfors suzanne.alfors@gmail.com

Herbert Ames hames@edens.com
Herbert Ames hames@edens.com
Dante danterenzulli@gmail.com
Emily Flood emily.flood@kimley-horn.com
Kelly Jordan kellyjordan@earthlink.net
Kelly Jordan kellyjordan@earthlink.net
Shun nks33@comcast.net

Melissa melissa.bennett0816@gmail.com

Eric Wallin eric.wallin@gmail.com
David Rensberger rensberger@gmail.com
Kathleen Wallin kathleen.gauker@gmail.com

V's laptop gev1981@att.net cary handy caryhandy@gmail.com Fran Mohr kfmohr@comcast.net Fran Mohr kfmohr@comcast.net Tanya C Decatur GA tjcassingham@gmail.com Rand Wise wiserd@mindspring.com Valerie M (she/her) vmanson1229@gmail.com Antonio antonio.lopezjr@gmail.com

Melissa Montgomery melissa.montgomery@cartercenter.org

Nancy Asbury neasbury@gmail.com
N. Asbury neasbury@gmail.com
Barbara barbara.bour@att.net
Susan Hellinger shellinger@mindspring.com

Charles Worthen charlie@worthendevelopment.com

Stephanie Bialek smbialek@gmail.com
Whitney McGinniss (LRSCA) wlmcginniss@gmail.com
Frank tulfrdja@yahoo.com
Jim Smith jf1smith@gmail.com

Pat patricia.heinzerling@gmail.com Kathleen Everett kathleeneverett@bellsouth.net

Mary Shellman mshell6239@aol.com

AyaZ expectexcellencereally@gmail.com

JEFF RADER jrader@dekalbcountyga.gov
Tibbetts# Pamela {PEP} pamela.tibbetts@pepsico.com
Jessica engebretsenhome@gmail.com

Statement of Intent

STATEMENT OF INTENT/ WRITTEN JUSTIFICATION

and

Other Material Required by DeKalb County Zoning Ordinance for the Rezoning Application

of

NDM (EDENS), LLC

for

± 73.11 Acres of Land located in Land Lots 100 and 101, 18th District

C-1 to MU-4

Submitted for the Applicant by:

Kathryn M. Zickert Dennis J. Webb, Jr. J. Alexander Brock Smith, Gambrell & Russell, LLP 1105 West Peachtree St., NE Suite 1000 Atlanta, Georgia 30309 404-815-3500

I. INTRODUCTION

This Application seeks to rezone ± 73.11 acres of land located approximately 415 feet south of the intersection of Lawrenceville Highway and North Druid Hills Road (the "Subject Property") from C-1 (Local Commercial) to MU-4 (Mixed Use High Density). The Subject Property is comprised of seven (7) parcels that form the existing North DeKalb Shopping Mall.

The Applicant is NDM (EDENS), LLC (sometimes referred to as "EDENS"), a preeminent real estate owner, operator and developer of a nationally leading portfolio of 110 places. With an office in Atlanta, EDENS enhances communities through purposeful and compelling new development rooted in innovation, integrity, connectivity and sustainability. EDENS hopes to bring each of these attributes to the Subject Property, redeveloping it into metro-Atlanta's premier walkable, mixed-use community.

Opened in 1965, the existing North DeKalb Mall once served as the principal shopping mall for the central DeKalb region. More recently, however, it has become distressed and underutilized, having experienced the loss of a number of anchor tenants and smaller merchants as customers abandoned the traditional enclosed mall shopping experience for open air malls and mixed-use developments. North Dekalb Mall's decline is mirrored in other traditional, enclosed shopping malls throughout the country and the Atlanta area, including Gwinnett Place Mall in Duluth, Northpoint Mall in Alpharetta and Northlake Mall in Tucker. Similarly situated, each is also the subject of potential redevelopment plans.

The Subject Property is ideally located for a large-scale mixed-use development. It is near two major roadways and has quick access to Highway 78, a U.S. freeway. It is within quick walking or diving distance of numerous residential neighborhoods. It also is in close proximity to a number of major employers, such as Emory University, the Centers for Disease Control, the

Atlanta Veterans Administration Medical Center, the DeKalb Medical Center and many smaller employers along Lawrenceville Highway and in nearby downtown Decatur. Indeed, it is not the Subject Property's location that has caused its decline, but its outdated, enclosed mall concept and lackluster tenants, a fact that DeKalb County has recognized in several of its planning studies. See, e.g. DeKalb County Lawrenceville Highway Corridor Existing Conditions and Recommendations, November 2016 ("In this report, the commercial area around the mall was listed as an area needing Retail Re-Tenanting. That is, the retailers present no longer fit the service area demographics adequately"), citing DeKalb County Transportation Plan 2014.

EDENS's vision for the sites rejuvenation includes ±320,000 square feet of retail, commercial and restaurant space, ±180,000 square feet of office space, a ±150-room hotel and ±1,800 residential units, to consist of a mix of apartment and townhome units (the "Proposed Development"). The uses will be interspersed along a grid-network street system, highly walkable streetscapes and an active town green. EDENS plans for a curated mix of unique retail, restaurant and entertainment experiences. Combined with intelligent urban design, these hand-selected retailers and restaurants will create an authentic community feel and experience. EDENS has also designed the site to directly engage with the larger community, including a future PATH system connection that will run adjacent to the South Fork of Peachtree Creek and across the site to a signalized intersection on North Druid Hills Road. In addition, a transit stop will be located on the property and the existing community garden will be retained.

Building heights will range from one to eight-stories, with taller uses being located away from the existing residential areas to create an adequate transition. Parking will be provided through a combination of surface street parking and parking lots, multi-level parking structures

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¹ The Applicant also will be preserving and retrofitting a small portion of the mall to accommodate existing tenants AMC Theaters and Marshall's as well as relocating the Dollar Tree on site.

and garages. Finally, the proposed network of internal streets will connect to the existing access points on North Druid Hills Road via Oak Tree Road, Birch Road and Mistletoe Road, as well as maintain access to the signalized intersection at Orion Drive and the unsignalized intersection at Lawrenceville Highway.

EDENS submits this document as a Statement of Intent with regard to this Application, a preservation of the Applicant's constitutional rights, a Written Justification for the Application as required by the DeKalb County Zoning Ordinance §27-832, and a Written Statement as required by §27-649.3(2).

II. HISTORY

The Subject Property is zoned C-1 and designated as "Town Center" and "Conservation Open Space" on the County's Future Land Use Map. The North DeKalb Mall property was zoned subject to ordinances Z-73054, CZ-85160, CZ-08-14806 and CZ-08-14809. The site was rezoned to C-1 under Ordinance Z-73054². The 25.176-acre parcel to the south of the Proposed Development was rezoned from R-75 to C-1 under Ordinance CZ-85160 to allow for renovations to North DeKalb Mall. Ordinances CZ-08-14806 and CZ-08-14809 rezoned a portion of the Subject Property located in its northwest corner, along Sweet Briar Road, from Neighborhood Shopping (NS) to Local Commercial (C-1) to be consistent with the remainder of the North DeKalb Mall property and to allow for the construction of a then anticipated Costco gas station. However, that plan was not approved.

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² DeKalb County's records for Ordinance Z-73054 do not indicate the exact area to be rezoned and a site plan is not attached to the rezoning. Consequently, the Applicant is unable to identify the extent of Z-73054.

III. IMPACT ANALYSIS

A.

THE ZONING PROPOSAL IS IN CONFORMITY WITH THE POLICY AND INTENT OF THE COMPREHENSIVE PLAN

The Subject Property is designated as "Town Center" (TC) and "Conservation and Open Space" (COS) by the Dekalb County 2035 Comprehensive Plan (the "Comp Plan").³ Both the TC and the COS character areas allow the MU-4 zoning. Further, the TC character area is specifically intended "to promote the concentration of residential and commercial structures, which serve many communities in order to reduce automobile travel, promote walkability and increased transit usage." Comp Plan, p. 64. It also is designed to create "focal point[s] for several neighborhoods with a variety of activities such as general retail, commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians." Comp Plan at 64.

This proposal fosters a number of general policies and strategies for Town Centers in the County's Comprehensive Plan, including:

- Pedestrian Scale Development Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
- Mixed Use Development Create compact mixed-use districts and reduce automobile dependency and travel to obtain basic services.
- Parking Clearly define road edges by locating buildings near the road-side with parking in the rear.

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³ The COS character area consists largely of undeveloped land along the south fork of Peachtree Creek. Since the floodplain property in the COS area will not be utilized in the development no additional analysis is required. However, the Applicant's proposed provision for a future PATH trail is fully consistent with the COS character area.

- Open Space and Linkages Encourage development and redevelopment in activity centers to provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages, and other design features.
- Healthy Neighborhoods Promote healthy living in neighborhoods by incorporating a
 pedestrian environment that encourages socialization, walking, biking and
 connectivity.
- High Density Residential Residential development shall reinforce the center by locating higher density housing options adjacent to the center.
- Pedestrian Enhancements Create pedestrian-friendly environment, by adding sidewalks that link neighborhood amenities.
- Traffic Calming Organize circulation patterns through traffic calming techniques and access management. Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walkability.
- Pedestrian Oriented Design Design shall be pedestrian-oriented with walkable connections between different uses.
- Preferred Uses Each Town Center shall include a high-density mix of residential,
 retail, office, services, and employment to serve several neighborhoods.

Comp Plan at 66.

B.

THE PROPOSED REZONING PERMITS A USE THAT IS SUITABLE IN VIEW OF THE USE AND DEVELOPMENT OF ADJACENT AND NEARBY PROPERTY

The Subject Property is immediately adjacent to several commercial uses and in the nearby vicinity of several residential neighborhoods. However, it adjoins only seventeen

residential lots on Homewood Court and Latham Road and only five of which touch that portion of the existing mall which is to be redeveloped. Moreover, the vast majority of the adjoining residential lots, twelve lots, about the Applicant's property within the floodplain and forested areas, which will remain undeveloped. To the north of the Subject Property are various commercial properties along North Druid Hills Road, zoned C-1 and NS; to the east is the right-of-way of Lawrenceville Hwy and US-78; to the south the property is bounded by the South Fork of Peachtree Creek and beyond that are properties owned by the Shepherd Nature Center and one zoned General Commercial (C-2), Stivers Decatur Subaru. To the west are other properties zoned R-75 as referenced above.

The proposed uses will be in harmony with the current character of the property, as well as with the character of the adjacent properties. Redevelopment of North DeKalb Mall will add much needed new commercial, office and retail to support the existing residential in the area and the multi-family component will offer an infusion of upscale housing to support the surrounding businesses.

In addition, DeKalb County has identified North DeKalb Mall as an area for potential redevelopment in several of its studies. The Lawrenceville Highway Corridor Study identifies North DeKalb Mall as an issue area and notes that it is "currently a missed opportunity". *See DeKalb County Lawrenceville Highway Corridor Existing Conditions and Recommendations*, November 2016, pg. 14. Furthermore, the *DeKalb County Transportation Plan 2014* explicitly states the North DeKalb Mall is one of its identified redevelopment opportunities:

"Promote and coordinate the bundling of redevelopment sites and deals for potential developers and investors. This bundling could expedite investment in key redevelopment areas, including the Northlake area, the Buford Highway corridor, the North DeKalb Mall area, the Memorial Drive corridor, and other areas that have aging assets with potential redevelopment market opportunities."

The proposed development is therefore consistent with and suitable in light of the current and future development patterns; in fact, the Applicant hopes that the intended final appearance of this development will serve as a model for future development in the area. Appropriate attention to scale, buffering, setbacks, landscaping, and tree and open space preservation has been given by the Applicant to ensure that this Project will blend harmoniously with its surroundings.

C.

THE SUBJECT PROPERTY DOES NOT HAVE A REASONABLE ECONOMIC USE AS PRESENTLY ZONED.

As stated in earlier paragraphs, North DeKalb Mall has failed to remain economically viable as consumer preferences have moved away from smaller, traditional enclosed malls in favor of walkable mixed-use developments. The C-1 zoning would allow redevelopment of the property into a number of commercial automobile dependent developments but prohibits the type of mixed-use redevelopment that the Comprehensive Plan and the Applicant envisions. The development allowed under the C-1 zoning would not spur the growth and revitalization of the area and the Lawrenceville Highway Corridor that DeKalb County has envisioned in its 2035 Comprehensive Plan, DeKalb County Lawrenceville Highway Corridor Existing Conditions and Recommendations, and DeKalb County Transportation Plan 2014. In fact, DeKalb County states as one of its economic development policies that "[t]o ensure economic relevance, DeKalb County must encourage redevelopment." See Comp Plan at 48. There is no better catalyst to the economic growth of the region than to rezone a dysfunctional and underutilized property in a prime location to allow a mixed-use redevelopment.

THE PROPOSED REZONING WILL NOT ADVERSELY AFFECT THE EXISTING USE OR USABILITY OF ADJACENT OR NEARBY PROPERTY

In advance of filing this Application, the Applicant has engaged and will continue to engage in discussions with the community in the vicinity to make sure its proposal is acceptable to these neighbors. As stated in earlier paragraphs, the Proposed Development will result in a use that will be compatible and complementary to the existing surrounding uses.

The primary goal of land use planning is to eliminate or minimize the potential adverse effect of the dissimilar uses of adjacent tracts of land by establishing a harmonious transition between them. The traditional method of achieving this goal is through both "off-site" and "onsite" transition. Off-site transition consists of avoiding the placement of dissimilar uses next to each other by placing uses of intermediate density between them. On-site transition, which might either supplement or replace off-site transition, consists of measures imposed on or adjacent to the more intensive use to protect neighborhoods from adverse effects. Thus, this method of land use planning includes measures such as maintenance of buffers; walls, fences; lighting control; noise control; aesthetic control; limitations on building location and orientation; location of or restrictions upon accessory uses; and prohibition of certain uses or hours of use normally permitted for that district. All of these devices have been utilized in this Application, including notably the use of a 50-foot transitional buffer and transitional height plane adjacent to the single-family residential and the preservation of open space.

E.

THERE ARE OTHER EXISTING OR CHANGING CONDITIONS AFFECTING THE USE AND DEVELOPMENT OF THE PROPERTY

The Applicant's proposal will result in a practical, useful, and marketable development, revitalizing a deteriorating shopping mall, creating an asset for the immediate area and the

county as a whole. The development will blend in with the commercial and residential sites in the surrounding area. Moreover, this type of mixed-use development should be encouraged so as to create walkability, minimize sprawl and encourage less use of automobiles.

F.

THE ZONING PROPOSAL WILL NOT ADVERSELY AFFECT HISTORIC BUILDINGS, SITES, DISTRICTS OR ARCHAEOLOGICAL RESOURCES

No such sites, buildings, or resources are on or near the Parcel.

G.

THE REQUESTED REZONING WILL NOT RESULT IN A USE WHICH WILL OR COULD CAUSE EXCESSIVE OR BURDENSOME USE OF EXISTING STREETS, TRANSPORTATION FACILITIES, UTILITIES, OR SCHOOLS

This Project, if approved, will not affect existing transportation facilities. Requisite parking is provided incidental to this development. Further, this Application qualifies as a Development of Regional Impact (DRI) and Kimley-Horn and Associates, Inc. has been engaged to perform the traffic study required by the Atlanta Regional Commission and the Georgia Regional Transportation Authority. The trips generated by this development and their impact on the surrounding roadway network will be studied extensively and mitigation efforts, if any are required, will be implemented.

The school children living in the residential portion of the development will attend Laurel Ridge Elementary School; Druid Hills Middle School; and Druid Hills High School.⁴ All three schools are listed as under capacity according to DeKalb County Schools' current FTE

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⁴ Historically, mixed-use developments like that proposed do not attract many families. They are designed for young professionals and "empty-nesters." The Applicant expects that to be the case on the Subject Property. Hence, any impact on schools should be minimal, at best.

Enrolment Report. As a result, the proposed development is anticipated to have a manageable impact on local schools.⁵

As for utilities, the Subject Property has access to water and sewer.

IV. NOTICE OF CONSTITUTIONAL CHALLENGE TO UNDERLYING ZONING AND PRESERVATION OF CONSTITUTIONAL RIGHTS

The Applicant respectfully submits that the current zoning classification of and rules relative to the Subject Property owner's right to use the Property established in the DeKalb County Zoning Ordinance, to the extent they prohibit this use, are unconstitutional and constitute an arbitrary, irrational abuse of discretion and unreasonable use of the zoning power because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant in violation of the due process and equal protection rights guaranteed by the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia. Further, the failure to allow this use would constitute a taking of private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia, and would be in violation of the Commerce Clause, Article I, Section 8, Clause 3 of the Constitution of the United States.

The Applicant respectfully submits that the Board of Commissioners' failure to approve the requested rezoning would be unconstitutional and would discriminate in an arbitrary, capricious and unreasonable manner between the Subject Property's owner and owners of

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⁵ It is important to note that the residential component of the proposed development will be constructed in phases and over an 8-10 year time horizon.

similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

A refusal to allow the rezoning in question would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution.

A refusal to allow the rezoning in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is not in compliance with the Zoning Procedures Law, O.C.G.A. § 36-66-1 et seq., due to the manner in which the Ordinance as a whole and its map(s) have been adopted.

V. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that the Rezoning Application at issue be approved. The Applicant also invites and welcomes any comments from Staff or other officials of DeKalb County so that such recommendations or input might be incorporated as conditions of approval of this Application.

This 23rd day of February, 2022.

Respectfully Submitted,

Kathryn M. Zickert

Dennis J. Webb, Jr.

J. Alexander Brock

Smith, Gambrell & Russell, L.L.P.

1105 West Peachtree Street, NE Suite 1000 Atlanta, GA 30309 404-815-3500

Owner Authorization



DEPARTMENT OF PLANNING & SUSTAINABILITY

AUTHORIZATION

The property owner should complete this form or a who will file the application with the County is not	
Date: 2/17/22	
TO WHOM IT MAY CONCERN:	
(I) (WE)NDM (EDENS), LLC, a South	Carolina limited liability company
Name	of owner(s)
being (owner) (owners) of the subject property desauthority to Dennis J. Webb, Jr., Smith, Gambrell & Russell, LLP,	scribed below or attached hereby delegate
1105 W. Peachtree St., Suite 1000, Atlanta, GA 30309 Phone: 404-815-3620	
Name of Age	nt or Representative
to file an application on (my) (our) behalf.	
DAOS DI	See Signature Block Below.
Notary Public	Owner
CAL DOOM	NDM (EDENS), LLC, a South Carolina limited liability company
ONOTARL BY	By: Edens Limited Partnership, a Delaware limited
PUBLIC . OS	partnership, its sole member
COUNTY MILES	By: Edens GP, LLC, a Delaware limited liability company, its sole general partner
	By: 44 14
	Its: Se Vice President

2021158568 DEED BOOK 29746 Pg 455 Filed and Recorded: 9/22/2021 2:54:00 PM

Recording Fee: \$25.00

Real Estate Transfer Tax: \$24,200.00

Prepared By: 1983094574 7067927936

AFTER RECORDING, PLEASE RETURN TO:

First American Title Insurance Company National Commercial Services Attention: Karen Kirspel, Senior Title Officer 3455 Peachtree Road NE, Suite 675 Atlanta, GA 30326 NCS 1076934 Prepared by: Alexandra Gioseffi, Esq. Diamond & Kaplan, P.A. 302 Datura St., Ste 300 West Palm Beach, FL 33401

LIMITED WARRANTY DEED

Tax Parcel Numbers:

18 100 04 014

THIS INDENTURE (herein called the "<u>Limited Warranty Deed</u>"), made as of this 17th day of September , 2021, by LCI-SVAP NDM JV, LP, a Delaware limited partnership (herein called "<u>Grantor</u>"); and NDM (EDENS), LLC, a South Carolina limited liability company (herein called "<u>Grantee</u>"; the words "Grantor" and "Grantee" to include their respective heirs, successors, legal representatives and assigns where the context requires or permits);

WITNESSETH: That,

IN CONSIDERATION OF THE SUM OF TEN DOLLARS (\$10.00) and other good and valuable consideration in hand paid at and before the sealing and delivery of these presents, the receipt and sufficiency of which are hereby acknowledged, Grantor has granted, bargained, sold, aliened, conveyed and confirmed and by these presents does hereby grant, bargain, sell, alien, convey and confirm unto Grantee that certain tract of real property located in DeKalb County, Georgia and described in Exhibit A, attached hereto and by this reference incorporated herein and made a part hereof (herein called the "Land");

TOGETHER WITH all rights, members, structures, easements, awards, appurtenances, improvements, shrubbery, trees, plants and fixtures located thereon or appertaining to the Land (the foregoing, together with the Land, are herein called the "Property"),

TO HAVE AND TO HOLD the Property, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behalf of Grantee forever in FEE SIMPLE.

SUBJECT TO: any easements, covenants, conditions and restrictions of record in the Clerk of Superior Court, DeKalb County Georgia's recording office as of the date hereof to the extent same currently affect the Property without re-imposing same by this instrument, but free of any deed of trust, mortgage, monetary lien or other monetary encumbrance of a liquidated amount over than the lien for real estate taxes



not yet due and payable.

AND GRANTOR will warrant and forever defend the right and title to the Property, unto Grantee against the claims of all persons claiming by, through or under Grantor, but not otherwise, but subject to the matters set forth above.

Remainder of page intentionally blank; signature page follows.

IN WITNESS WHEREOF, Grantor has executed this Limited Warranty Deed this 17th day of September , 2021, **GRANTOR:** Signed, sealed and delivered LCI-SVAP NDM JV, LP, in the presence of a Delaware limited partnership By: LCI-SVAP NDM GP, LLC. a Delaware limited liability company, UNOFFICIAL WITNESS A LEXANDER GIGGEFFI its General Partner By: LCI-SVAP NDM Holdings, LP. a Delaware limited partnership, its sole Member NOTARÝ PUBLIC By: SVAP NDM GP, LLC, a Delaware limited liability company. My Commission Expires: its Managing General Partner PAULA KENDROS MARTIN otary Public - State of Florida By: SVAP GP, LLC, Commission # HH 45243 a Delaware limited liability company. My Comm. Expires Jul 29, 2024 Sonded through National Notary Assn. its Manager [SEAL] Name: Gregory S. Moross Title: President STATE OF FLORIDA) SS: COUNTY OF PALM BEACH The foregoing instrument was acknowledged before me by means of I physical presence or I online

notarization, this 1 day of September, 2021, by Gregory S. Moross as President of SVAP GP, LLC, a Delaware limited liability company, the Manager of SVAP NDM GP, LLC, a Delaware limited liability company, which is the Managing General Partner of LCI-SVAP NDM Holdings, LP, a Delaware limited partnership, which is the sole Member of LCI-SVAP NDM GP, LLC, a Delaware limited liability company, which is the General Partner of LCI-SVAP NDM JV, LP, a Delaware limited partnership, on behalf of such entities, and such person ☐ is personally known to me or ☐ has produced a _____ identification.

Notary Public

PAULA KENDROS MARTIN Notary Public - State of Florida Commission # HH 45243 My Comm. Expires Jul 29, 2024 Bonded through National Notary Assn

EXHIBIT A

LEGAL DESCRIPTION OF THE LAND

PARCEL I:

All that tract or parcel of land lying and being in Land Lots 100 and 101 of the 18th District of DeKalb County, Georgia and more particularly described as follows:

Beginning at an iron pin found on the northwestern Right-of-Way line of Lawrenceville Highway (also known as State Route #8 and U.S. Highway #29) (100 foot Right-of-Way at this point), which iron pin is located 112 feet southwesterly (as measured along said northwestern Right-of-Way line of Lawrenceville Highway) from the intersection of said northwestern Right-of-Way line of Lawrenceville Highway with the southwestern Right-of-Way line of North Druid Hills Road (100 foot Right-of-Way); and a running thence in a generally southwesterly direction along the northwestern Right-of-Way line of Lawrenceville Highway the following courses and distances: South 21 degrees 50 minutes 00 seconds West 120.0 feet to a point; along the arc of a 1,203.92 foot radius curve an arc distance of 267.56 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and bearing South 08 degrees 47 minutes 21 seconds West 267.01 feet); and South 03 degrees 54 minutes 00 seconds West 101.29 feet to a point; running thence South 86 degrees 06 minutes 00 seconds East along an offset in the northwestern Right-of-Way line of Lawrenceville Highway 8.00 feet to a point; running thence South 03 degrees 54 minutes 00 seconds West along said Right-of-Way line of Lawrenceville Highway 145.53 feet to a concrete monument at the intersection of said Right-of-Way line with the northwestern Right-of-Way line of Stone Mountain Parkway (also known as State Route #410 and U.S. Highway #78) (variable Right-of-Way); running thence in a southwesterly direction along said northwestern Right-of-Way line of Stone Mountain Parkway the following courses and distances: South 52 degrees 51 minutes 59 seconds West 231.11 feet to a concrete monument; South 57 degrees 35 minutes 43 seconds West 154.88 feet to a concrete monument, and South 57 degrees 26 minutes 26 seconds West 375.90 feet to a point; thence leaving said northwestern Right-of-Way line of Stone Mountain Parkway and running North 49 degrees 45 minutes 51 seconds West 13.77 feet to a point; running thence in a southwesterly direction along the arc of a 131.39 foot radius curve an arc distance of 27.85 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and bearing South 34 degrees 09 minutes 05 seconds West 27.80 feet); running thence South 28 degrees 04 minutes 41 seconds West 141.13 feet to a point; running thence in a southwesterly direction the following two courses and distances; along the slight arc of a 303.36 foot radius curve an arc distance of 17.02 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and bearing South 29 degrees 41 minutes 07 seconds West 17.02 feet), and along the arc of a 27.00 foot radius curve an arc distance of 6.29 feet (said arc being subtended by a chord lying to the Southeast thereof and bearing South 24 degrees 37 minutes 26 seconds West 6.27 feet); running thence South 54 degrees 48 minutes 39 seconds East 113.92 feet to a point; running thence in a southeasterly direction along the arc of a 240.00 foot radius curve an arc distance of 138.55 feet to a point on the northwestern Right-of-Way line of Stone Mountain Parkway (said arc being subtended by a chord lying to the Southwest thereof and bearing South 38 degrees 16 minutes 24 seconds East 136.63 feet) running thence in a southwesterly direction along the northwestern Right-of-Way line of Stone Mountain Parkway the following three courses and distances: South 28 degrees 43 minutes 36 seconds West 243.86 feet to a point; South 39 degrees 20 minutes 39 seconds West 200.01 feet to a point, and South 51 degrees 12 minutes 45 seconds West 153.58 feet to a point in the center line of the South Fork of Peachtree Creek (said point hereinafter referred to a "Point A"); running thence in a northwesterly direction along the center line of the South Fork of Peachtree Creek and following the meandering thereof 658.12 feet, more or less, to a point (said point hereinafter referred to as Point "B"); said Point A and Point B being connected by traverse lines commencing at Point A and terminating at Point B as follows: North 51 degrees 26 minutes 36 seconds West 146.06 feet; North 54 degrees 43 minutes 18 seconds West 194.09 feet; North 46 degrees 25 minutes 57 seconds West 204.54 feet, and North 61 degrees 42 minutes 30 seconds West 113.43 feet; and continuing thence in a generally northwesterly direction along the center line of said Creek, and the following meandering thereof, 1965.00 feet, more or less to an iron pin found; (said point hereinafter referred to as Point "C"); said Point B and Point C being connected by traverse line commencing at Point B and terminating at Point C as follows: North 66 degrees 01 minute 29 seconds West 1,827.06 feet; thence leaving the center line of said creek and running North 60 degrees 42 minutes 04 seconds East 574.8 feet to a point; running thence North 89 degrees 00 minutes 04 seconds East 678.00 feet to an axle on the Land Lot line common to said Land Lots 100 and 101; running thence North 01 degree 10 minutes 31 seconds West along said Land Lot line 382.26 feet to an iron pin found; running thence North 00 degrees 01 minute 12 seconds West along said Land Lot line 109.05 feet to a point; running thence North 89 degrees 58 minutes 00 seconds East 52.54 feet to a point; running thence in a northeasterly direction the following two courses and distances; along the arc of a 233.00 foot radius curve an arc distance of 197.94 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and bearing North 35 degrees 27 minutes 47 seconds East 192.04 feet), and along the arc of a 27.00 foot radius curve an arc distance of 13.45 feet to a point (said arc being subtended by a chord lying to the Northwest thereof and bearing North 45 degrees 32 minutes 09 seconds East 13.31 feet); running thence South 22 degrees 17 minutes 33 seconds East 54.88 feet to a point; running thence in a northeasterly direction along the arc of an 182.00 foot radius curve an arc distance of 118.33 feet to a point (said arc being subtended by a chord lying to the South thereof and bearing North 80 degrees 06 minutes 37 seconds East 116.26 feet); running thence South 81 degrees 15 minutes 48 seconds East 344.04 feet to a point; running thence in a southeasterly direction along the arc of a 219.00 foot radius curve an arc distance of 186.09 feet to a point said arc being subtended by a chord lying to the Southeast thereof and bearing South 56 degrees 55 minutes 12 seconds East 180.55 feet); running thence South 32 degrees 34 minutes 37 seconds East 67.78 feet to a point; running thence in a southeasterly direction along the arc of a 217.00 foot radius curve an arc distance of 102.26 feet to a point (said arc being subtended by a chord lying to the Northeast thereof and bearing South 46 degrees 04 minutes 34 seconds East 101.31 feet); running thence North 39 degrees 02 minutes 55 seconds East 60.81 feet to an iron pin found; running thence North 89 degrees 12 minutes 26 seconds East 1,086.71 feet to the iron pin found on the northwestern Right-of-Way line of Lawrenceville Highway at the Point of Beginning.

Said tract contains 75.858 acres and is depicted on that certain ALTA/ACSM Land Title Survey for Hendon North DeKalb, LLC, First American Title Insurance Company, SouthTrust Bank, N.A., and CF Georgia North DeKalb, L.P., prepared by Harkleroad and Associates, certified by Donald W. Harkleroad, GRLS No. 1578, dated October 25, 1996, last revised October 14, 2003 (the "Survey").

Less and Except from the above described property:

All that tract or parcel of land lying and being in Land Lot 100 of the 18th District of DeKalb County, Georgia, and more particularly described as follows:

To find the true point of beginning, begin at an iron pin found on the northwestern Right-of-Way line of Lawrenceville Highway (also known as State Route #8, and U.S. Highway #29) (100 foot Right-of-Way at this point), which iron pin is located 112 feet southwesterly (as measured along said northwestern Right-of-Way line of Lawrenceville Highway from the intersection of said northwestern Right-of-Way line of Lawrenceville Highway with the southwestern Right-of-Way line of North Druid Hills Road (100 foot Right-of-Way); run thence in a generally southwesterly direction along the northwestern Right-of-Way line of Lawrenceville Highway the following courses and distances: South 21 degrees 50 minutes 00 seconds West 120.0 feet to a point; along the arc of a 1,203.92 foot radius curve an arc distance of 267.56 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and bearing South 08 degrees 47 minutes 21 seconds West 267.01 feet); and South 03 degrees 54 minutes 00 seconds West 101.29 feet to a point; run thence South 86 degrees 06 minutes 00 seconds East along an offset in the northwestern Right-of-Way line of Lawrenceville Highway 8.00 feet to a point; run thence South 03 degrees 54 minutes 00

seconds West along said Right-of-Way line of Lawrenceville Highway 145.53 feet to a concrete monument at the intersection of said Right-of-Way line with the northwestern Right-of-Way line of Stone Mountain Parkway (also known as State Route #410 and U.S. Highway #78) (variable Right-of-Way); run thence along said northwestern Right-of-Way line of Stone Mountain Parkway South 52 degrees 51 minutes 59 seconds West 231.11 feet to a concrete monument; continue thence South 57 degrees 35 minutes 43 seconds West along said right-of-way line 0.71 feet to a point; thence leave said Right-of-Way line and run North 09 degrees 49 minutes 00 seconds West 49.5 feet to a point; run thence South 80 degrees 11 minutes 00 seconds West 335.15 feet to a point, and run thence North 09 degrees 49 minutes 00 seconds West 55.00 feet to a point which marks the Point of Beginning; from the Point of Beginning as thus established, running thence South 80 degrees 11 minutes 00 seconds West 304.00 feet to a point; running thence North 80 degrees 11 minutes 00 seconds East 398.04 feet to a point; running thence South 09 degrees 49 minutes 00 seconds East 200.00 feet to a point; running thence South 80 degrees 11 minutes 00 seconds West 94.04 feet to a point; and running thence South 09 degrees 49 minutes 00 seconds East 200.00 feet to a point; running thence South 09 degrees 49 minutes 00 seconds Beginning.

Said tract contains 3.000 acres, and is designated as "Rich's (Out)" on the Survey.

And Less and Except:

All that tract or parcel of land lying and being in Land Lot 100 of the 18th District of DeKalb County, Georgia and more particularly described as follows:

To find the true point of beginning, begin at an iron pin found on the northwestern Right-of-Way line of Lawrenceville Highway (also known as State Route #8, and U.S. Highway #29) (100 foot Right-of-Way at this point), which iron pin is located 112 feet southwesterly (as measured along said northwestern Rightof-Way line of Lawrenceville Highway from the intersection of said northwestern Right-of-Way line of North Druid Hills Road (100 foot a right-of-way); run thence in a generally southwesterly direction along the northwestern Right-of-Way line of Lawrenceville Highway the following courses and distances; South 21 degrees 50 minutes 00 seconds West 120.0 feet to a point; along the arc of a 1,203.92 foot radius curve an arc distance of 267.56 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and bearing South 08 degrees 47 minutes 21 seconds West 267.01 feet); and South 03 degrees 54 minutes 00 seconds West 101.29 feet to a point; run thence South 86 degrees 06 minutes 00 seconds East along an offset in the northwestern Right-of-Way line of Lawrenceville Highway 8.00 feet to a point; run thence South 03 degrees 54 minutes 00 seconds West along said Right-of-Way line of Lawrenceville Highway 145.53 feet to a concrete monument at the intersection of said Right-of-Way line with the northwestern Right-of-Way line of Stone Mountain Parkway (also known as State Route #410 and U.S. Highway #78) (variable Right-of-Way); run thence along said northwestern Right-of-Way line of Stone Mountain Parkway South 52 degrees 51 minutes 59 seconds West 231.11 feet to a concrete monument; continue thence South 57 degrees 35 minutes 43 seconds West along said Right-of-Way line 0.71 feet to a point which marks the Point of Beginning; from the Point of Beginning as thus established, and continue thence South 57 degrees, 35 minutes 43 seconds West along said Right-of-Way line 154.17 feet to a concrete monument; continuing thence South 57 degrees 26 minutes 26 seconds West along said right-of-way line 2.92 feet to a point; thence leaving said Right-of-Way line and running South 80 degrees 11 minutes 00 seconds West 125.17 feet to a point; running thence North 09 degrees 49 minutes 00 seconds West 110.0 feet to a point; running thence North 80 degrees 11 minutes 00 seconds East 270.15 feet to a point; running thence South 09 degrees 49 minutes 00 seconds East 49.50 feet to the northwestern Right-of-Way line of Stone Mountain Parkway and the Point of Beginning.

Said tract contains 0.582 acre and is designated as "Rich's Accessory Area (Out)" on the Survey.

ALSO LESS AND EXCEPT THAT PORTION OF THE ABOVE PROPERTY CONVEYED TO HENDON RING ROAD, LLC, by virtue of Limited Warranty Deed from Hendon North DeKalb, LLC, dated October 7, 2004, filed October 13, 2004, and recorded in Deed Book 16698, page 711, DeKalb County, Georgia Records; and as corrected by that certain Corrective Limited Warranty Deed, dated June 26, 2012, filed July 20, 2012, and recorded in Deed Book 23151, page 602, aforesaid records.

PARCEL II:

All that tract or parcel of land lying and being in Land Lots 100 and 101 at the 18th District of DeKalb County, Georgia and more particularly described as follows:

Hendon Ring Road

To find the Point of Beginning commence at an iron pin found on the northwestern Right-of-Way line of Lawrenceville Highway (also known as State Route #8 and U.S. Highway #29) (100 foot Right-of-Way at this point), which iron pin is located 112 feet southwesterly (as measured along said northwestern Rightof-Way line of Lawrenceville Highway) from the intersection of said northwestern Right-of-Way line of Lawrenceville Highway with the southwestern Right-of-Way line of North Druid Hills Road (100 foot a Right-of-Way); and a running thence in a generally southwesterly direction along the northwestern Rightof-Way line of Lawrenceville Highway the following courses and distances: South 21 degrees 50 minutes 00 seconds West 120.00 feet to a point; along the arc of a 1,203.92 foot radius curve an arc distance of 267.56 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and bearing South 08 degrees 47 minutes 21 seconds West 267.01 feet); and South 03 degrees 54 minutes 00 seconds West 101.29 feet to a point; running thence South 86 degrees 06 minutes 00 seconds East along an offset in a northwestern Right-of-Way line of Lawrenceville Highway 8.00 feet to a point; running thence South 03 degrees 54 minutes 00 seconds West along said Right-of-Way line of Lawrenceville Highway 145.53 feet to a concrete monument at the intersection of said Right-of-Way line with the northwestern Right-of-Way line of Stone Mountain Parkway (also known as State Route #410 and U.S. Highway #78) (variable Rightof-Way); running thence in a southwesterly direction along said northwestern Right-of-Way line of Stone Mountain Parkway the following courses and distances: South 52 degrees 51 minutes 59 seconds West 231.11 feet to a concrete monument: South 57 degrees 35 minutes 43 seconds West 154.88 feet to a concrete monument, and South 57 degrees 26 minutes 26 seconds West 375.90 feet to a point; thence leaving said northwestern Right-of-Way line of Stone Mountain Parkway and running North 49 degrees 45 minutes 51 seconds West 13.77 feet to a point; running thence in a southwesterly direction along the arc of a 131.39 foot radius curve an arc distance of 27.85 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and being South 34 degrees 09 minutes 05 seconds West 27.80 feet); running thence South 28 degrees 04 minutes 41 seconds West 141.13 feet to a point; running thence in a southwesterly direction along the arc of a 303.36 foot radius curve an arc distance of 17.02 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and bearing South 29 degrees 41 minutes 07 seconds West 17.02 feet), running thence in a southwesterly direction along the arc of a 27.00 foot radius curve an arc distance of 6.29 feet to the Point of Beginning (said arc being subtended by a chord lying to line Southeast thereof and bearing South 24 degrees 37 minutes 26 seconds West 6.27 feet); running thence South 54 degrees 48 minutes 39 seconds East 113.92 feet to a point; running thence in a southeasterly direction along the arc of a 240.00 foot radius curve an arc distance of 138.55 feet to a point on line northwestern Right-of-Way line of Stone Mountain Parkway (said arc being subtended by a chord lying to the Southwest thereof and bearing South 38 degrees 16 minutes 24 seconds East 136.63 feet) running thence in a southwesterly direction along the northwestern Right-of-Way line of Stone Mountain Parkway the following three courses and distances: South 28 degrees 43 minutes 36 seconds West 243.86 feet to a point; South 39 degrees 20 minutes 39 seconds West 200.01 feet to a point, and South 51 degrees 12 minutes 45 seconds West 153.58 feet to a point in the center line of the South Fork of Peachtree Creek (said point hereinafter referred to as "Point A"); running thence in a northwesterly direction along the center line of the

South Fork of Peachtree Creek and following the meandering thereof 658.12 feet, more or less to a point (said point hereinafter referred to as Point "B"); said Point A and Point B being connected by traverse lines commencing at Point A and terminating at Point B as follows: North 51 degrees 26 minutes 36 seconds West 146.08 feet; North 54 degrees 43 minutes 18 seconds West 194.09 feet; North 46 degrees 25 minutes 57 seconds West 204.54 feet and North 61 degrees 42 minutes 30 seconds West 113.43 feet; and continuing thence in a generally northwesterly direction along the center line at said Creek, and the following meandering thereof, 1965.00 feet, more or less to an iron pin found. (Said point hereinafter referred to as Point "C"); said Point B and Point C being connected by traverse line commencing at Point B and terminating at Point C as follows: North 66 degrees 01 minute 29 seconds West 1,827,06 feet; thence leaving the center line of said creek and running North 60 degrees 42 minutes 04 seconds East 574.8 feet to a point; running thence North 89 degrees 00 minutes 04 seconds East 293.00 feet to a point; thence North 06 degrees 39 minutes 43 seconds West 201.36 feet to a point on the southerly Right of Way of Latham Road (60 foot right of way); thence along the southerly Right of Way line of Latham Road the following 2 calls: North 78 degrees 26 minutes 50 seconds East 89.55 feet; North 61 degrees 46 minutes 15 seconds East 90.13 feet; thence leaving said Right of Way South 28 degrees 02 minutes 46 seconds East 289.62 feet to a point; running thence North 89 degrees 00 minutes 04 seconds East 105.00 feet to an axle on the Land Lot line common to said Land Lots 100 and 101; running thence North 01 degree 10 minutes 31 seconds West along said Land Lot line 382.26 feet to an iron pin found; running thence North 00 degrees 01 minute 12 seconds West along said Land Lot line 109.05 feet to a nail places in root of beech tree; running thence North 89 degrees 58 minutes 00 seconds East 52.54 feet to a point; running thence South 00 degrees 25 minutes 26 seconds East 390.67 feet to a point; running thence in a southeasterly direction along the arc of a 7018.44-foot radius curve an arc distance of 99.80 feet to a point (said arc being subtended by a chord lying to the East thereof and bearing South 00 degrees 48 minutes 36 seconds East 99.80 feet); running thence South 00 degrees 24 minutes 09 seconds East 38.92 feet to a point; running thence in a southeasterly direction along the arc of a 2283.00-foot radius curve an arc distance of 116.77 feet to a point (said arc being subtended by a chord lying to the East thereof and bearing South 01 degree 52 minutes 04 seconds East 116.76 feet); running thence South 03 degrees 19 minutes 59 seconds East 216.68 feet to a point; running thence in a southeasterly direction along the arc of a 296.99-foot radius curve an arc distance of 111.40 feet to a point (said arc being subtended by a chord lying to the Northeast thereof and bearing South 14 degrees 04 minutes 43 seconds East 110.75 feet); running thence South 24 degrees 49 minutes 27 seconds East 139.17 feet to a point; running thence in a southeasterly direction along the arc of a 311.00foot radius curve an arc distance of 218.92 feet to a point (said arc being subtended by a chord lying to the Northeast thereof and bearing South 44 degrees 59 minutes 25 seconds East 214.43 feet); running thence South 65 degrees 09 minutes 22 seconds East 332.34 feet to a point; running thence in a southeasterly direction along the arc of a 623.13-foot radius curve an arc distance of 323.03 feet to a point (said arc being subtended by a chord lying to the North thereof and bearing South 80 degrees 00 minutes 26 seconds East 319.43 feet); running thence in a northeasterly direction along the arc of a 347.00-foot radius curve an arc distance of 115.53 feet to a point (said arc being subtended by a chord lying to the Northwest thereof and bearing North 75 degrees 36 minutes 13 seconds East 115.00 feet); running thence North 66 degrees 03 minutes 56 seconds East 34.86 feet to a point; running thence in a northeasterly direction along the arc of a 302.36-foot radius curve an arc distance of 81.21 feet to a point (said arc being subtended by a chord lying to the Northwest thereof and bearing North 58 degrees 22 minutes 19 seconds East 80.97 feet); running thence in a northeasterly direction along the arc of a 350.00-foot radius curve an arc distance of 96.99 feet to a point at the Point of Beginning, (said arc being subtended by a chord lying to the Northwest thereof and bearing North 43 degrees 04 minutes 08 seconds East 96.68 feet), containing 25.18 Acres.

Together with the following described property:

Outlot

All that tract or parcel of land lying and being in Land Lot 100 of the 18th District of DeKalb County, Georgia and more particularly described as follows:

Beginning at an iron pin found on the northwestern Right-of-Way line of Lawrenceville Highway (also known as State Route #8 and U.S. Highway #29) (100 foot Right-of-Way at this point), which iron pin is located 112 feet southwesterly (as measured along said northwestern Right-of-Way line of Lawrenceville Highway) form the intersection of said northwestern Right-of-Way line of Lawrenceville Highway with the southwestern Right-of-Way of North Druid Hills Road (100 foot a Right-of-Way); and a running thence in a generally southwesterly direction along the northwestern Right-of-Way line of Lawrenceville Highway South 21 degrees 50 minutes 00 seconds West 120.00 feet to a point; thence continue along the northwestern Right-of-Way line of Lawrenceville Highway along the arc of a 1,203.92 foot radius curve an arc distance of 189.07 feet to a point, said arc being subtended by a chord lying to the Southeast thereof and bearing South 10 degrees 39 minutes 19 seconds West 188.88 feet; thence leaving the northwestern Right-of-Way line of Lawrenceville Highway along the arc of a 48.00 foot radius curve an arc distance of 39.19 feet to a point, said arc being subtended by a chord lying to the Northwest thereof and bearing South 65 degrees 11 minutes 05 seconds West 38.11 feet; thence along the arc of a 441.76 foot radius curve an arc distance of 64.64 feet to a point, said arc being subtended by a chord lying to the Southeast thereof and bearing South 84 degrees 22 minutes 48 seconds West 64.58 feet; thence South 80 degrees 11 minutes 20 seconds West 48.81 feet to a point; thence along the arc of a 33.00 foot radius curve an arc distance of 51.84 feet to a point, said are being subtended by a chord lying to the Northeast thereof and bearing North 54 degrees 48 minutes 40 seconds West 46.67 feet; thence North 09 degrees 48 minutes 40 seconds West 175,86 feet to a point; thence along the arc of a 114.00 foot radius curve an arc distance of 161.29 feet to a point, said arc being subtended by a chord lying to the Southwest thereof and bearing North 50 degrees 20 minutes 34 seconds West 148.17 feet; thence North 00 degrees 47 minutes 34 seconds West, 27.25 feet to a point; thence North 89 degrees 12 minutes 26 seconds East 409.11 feet to the iron pin found on the northwestern Right-of-Way line of Lawrenceville Highway at The Point of Beginning, containing 1.83 acres.

Together With:

Beginning at the intersection of the southerly Right of Way line of North Druid Hills Road (100 foot Right of Way) and the westerly Right of Way line of Birch Road (60 foot Right of Way); thence along the westerly Right of Way line of Birch Road South 16 degrees 31 minutes 00 seconds West, 11.94 feet to a point; thence leaving the westerly Right of Way line of Birch Road North 27 degrees 26 minutes 59 seconds West, 27.36 feet to a point; thence North 16 degrees 31 minutes 00 seconds East, 11.94 feet to a point on the southerly Right of Way line of North Druid Hills Road; thence along the southerly Right of Way line of North Druid Hills Road South 27 degrees 26 minutes 59 seconds East, 27.36 feet to The Point of Beginning containing 0.01 Acres.

Less and Except:

All that tract or parcel of land lying and being in Land Lots 100 of the 18th District of DeKalb County, Georgia and more particularly described as follows:

To find The Point of Beginning commence at an iron pin found on the northwestern Right-of-Way line of Lawrenceville Highway (also known as State Route #8 and U.S. Highway #29) (100 foot Right-of-Way at this point), which iron pin is located 112 feet southwesterly (as measured along said northwestern Right-of-Way line of Lawrenceville Highway) from the intersection of said northwestern Right-of-Way line of Lawrenceville Highway with the southwestern Right-of-Way line of North Druid Hills Road (100 foot a Right-of-Way); thence along the northwestern Right-of-Way line of Lawrenceville Highway South 21 degrees 50 minutes 00 seconds West 26.81 feet to a point and The Point of Beginning; and a running thence in a generally southwesterly direction along the northwestern Right-of-Way line of Lawrenceville Highway

the following courses and distances; South 21 degrees 50 minutes 00 seconds West 93.19 feet to a point; along the arc of a 1,203.92 foot radius curve an arc distance of 189.07 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and bearing South 10 degrees 39 minutes 19 seconds West 188.88 feet); thence leaving the northwestern Right-of-Way line of Lawrenceville Highway along the arc of a 48.00 foot radius curve to the right an arc distance of 39.19 feet to a point

(said arc being subtended by a chord lying to the Southeast thereof and bearing South 65 degrees 11 minutes 05 seconds West 38.11 feet); thence along the arc of a 441.76 foot radius curve to the left an arc distance of 64.64 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and bearing South 84 degrees 22 minutes 48 seconds West 64.58 feet); thence South 80 degrees 11 minutes 20 seconds West 48.81 feet to a point; thence along the arc of a 33.00 foot radius curve to the right an arc distance of 51.84 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and bearing North 54 degrees 48 minutes 40 seconds West 46.67 feet); thence North 09 degrees 48 minutes 40 seconds East 175.86 feet to a point; thence along the arc of a 114.00 foot radius curve to the left an arc distance of 161.29 feet to a point (said arc being subtended by a chord lying to the Southeast thereof and bearing North 50 degrees 20 minutes 34 seconds West 148.17 feet); thence North 00 degrees 12 minutes 34 seconds West 24.25 feet to a point; thence North 89 degrees 12 minutes 26 seconds East 346.11 feet to a point; thence South 68 degrees 10 minutes 00 seconds East 56.53 feet to The Point of Beginning containing 1.78 Acres.

PARCEL III:

Tract 1:

All that tract or parcel of land lying and being in Land Lot 100 of the 18th District of DeKalb County Georgia being more particularly described as Parcel "B", a 1.437 acre tract as depicted on that certain plat recorded in Plat Book 221, Page 52, DeKalb County, Georgia records, and also described as follows:

All that tract or parcel of land lying and being in Land Lot 100 of the 18th District of DeKalb County, Georgia and more particularly described as follows:

To find the Point of beginning commence at the intersection of the southerly Right of Way line of North Druid Hills Road (100' Right of Way) and the easterly Right of Way line of Birch Road (60' Right of Way); thence along the easterly Right of Way line of Birch Road South 16 Degrees 56 Minutes 09 Seconds West, 79.78 feet to a point; thence continue along the easterly Right of Way line of Birch Road South 16 Degrees 32 Minutes 47 Seconds West, 119.73 feet to a point and The Point of Beginning; thence leaving the easterly Right of Way line of Birch Road South 73 Degrees 36 Minutes 03 Seconds East, 236.20 feet to a point; thence South 10 Degrees 59 Minutes 14 Seconds West, 30.67 feet to a point; thence South 72 Degrees 55 Minutes 55 Seconds East, 160.00 feet to a point; thence South 10 Degrees 34 Minutes 49 Seconds West, 109.33 feet to a point on the northerly Right of Way line of Sweet Briar Road (60' Right of Way); thence along the northerly Right of Way line of Sweet Briar Road North 81 Degrees 14 Minutes 23 Seconds West, 160.00 feet to a point; thence continue along the northerly Right of Way line of Sweet Briar Road North 81 Degrees 22 Minutes 09 Seconds West, 240.29 feet to a point located at the intersection of the northerly Right of Way line of Sweet Briar Road and the easterly Right of Way line of Birch Road; thence along the easterly Right of Way line of Birch Road North 07 Degrees 50 Minutes 46 Seconds East, 86.02 feet to a point; thence continue along the easterly Right of Way line of Birch Road North 16 Degrees 01 Minutes 44 Seconds East, 109.85 feet to The Point of Beginning containing 1.44 Acres.

Tract 2:

All that tract or parcel of land lying and being in Land Lots 100 of the 18th District of DeKalb County, Georgia and more particularly described as follows:

2021158568 DEED BOOK 29746 Pg 465 Debra DeBerry Clerk of Superior Court DeKalb County, Georgia

To find The Point of Beginning commence at the intersection of the southerly Right of Way line of North Druid Hills Road (100 foot Right of Way) and the westerly Right of Way line of Birch Road (60 foot Right of Way); thence along the westerly Right of Way line of Birch Road South 16 Degrees 31 Minutes 00 Seconds West, 11.94 feet to a point; thence continue along the westerly Right of Way line of Birch Road South 16 Degrees 31 Minutes 00 Seconds West, 177.58 feet to a point; thence continue along the westerly Right of Way line of Birch Road South 16 Degrees 34 Minutes 33 Seconds West, 74.93 feet to a point; thence continue along the westerly Right of Way line of Birch Road South 13 Degrees 44 Minutes 04 Seconds West, 9.23 feet to a point and The Point of Beginning; thence continue along the westerly Right of Way line of Birch Road South 13 Degrees 44 Minutes 04 Seconds West, 55.21 feet to a point; thence continue along the westerly Right of Way line of Birch Road South 07 Degrees 21 Minutes 03 Seconds West, 86.12 feet to a point; thence continue along the westerly Right of Way line of Birch Road South 18 Degrees 30 Minutes 57 Seconds East, 43.28 feet to a point on the northerly Right of Way line of Sweet Briar Road (60 foot Right of Way); thence along the northerly Right of Way line of Sweet Briar Road following the curvature thereof to the right an arc distance of 13.45 feet, said curvature having a chord bearing and distance of South 45 Degrees 32 Minutes 09 Seconds West, 13.31 feet and having a radius of 27.00 feet; thence along the northwesterly Right of Way line of Birch Road following the curvature thereof to the left an arc distance of 197.94 feet, said curvature having a chord bearing and distance of South 35 Degrees 27 Minutes 47 Seconds West, 192.04 feet and having a radius of 233.00 feet; thence leaving the northwesterly Right of Way line of Sweet Briar Road South 89 Degrees 58 Minutes 00 Seconds West, 52.54 feet to a point on the Land Lot Line separating land Lots 100 and 101; thence in a northerly direction along said Land Lot Line North 00 Degrees 37 Minutes 46 Seconds West, 401.24 feet to a point; thence leaving said Land Lot Line South 73 Degrees 36 Minutes 36 Seconds East, 196.22 feet to The Point of Beginning containing 1.20 Acres.

Campaign Disclosures



DEPARTMENT OF PLANNING & SUSTAINABILITY

DISCLOSURE OF CAMPAIGN CONTRIBUTION

In accordance with the Conflict of Interest in Zoning Act, OCGA Chapter 36-67A, the following questions <u>must</u> be answered.

Have you, the applicant, made \$250.00 or more in campaign contribution to a local government

official wit	thin two years immediately precedi	ng the filling of this application?	
Yes	No*		
If the answ	ver is yes, you must file a disclosure	report with the governing authority of DeKalb County	
1.	The name and official position of the local government official to whom the campaign contribution was made.		
2.	. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.		
	O. and to the Board of Commission	ter the application is first filed and must be submitted ers of DeKalb County, 1300 Commerce Drive, Decatur,	
		See Signature Block Below	
		Signature of Applicant /Date	
		Check one: OwnerX Agent	
Notary		NDM (EDENS), LLC, a South Carolina limited liability company	
		By: Edens Limited Partnership, a Delaware limited partnership, its sole member	
Expiration	Date/ Seal	By: Edens GP, LLC, a Delaware limited liability company, its sole general partner	
*Notary se	eal not needed if answer is "no".		



DEPARTMENT OF PLANNING & SUSTAINABILITY

DISCLOSURE OF CAMPAIGN CONTRIBUTION

In accordance with the Conflict of Interest in Zoning Act, OCGA Chapter 36-67A, the following questions <u>must</u> be answered.

Have you, the applicant, made \$250.00 or more in campaign contribution to a local government official within two years immediately preceding the filling of this application?

	~		
Yes	X	No	*

If the answer is yes, you must file a disclosure report with the governing authority of DeKalb County showing:

- The name and official position of the local government official to whom the campaign contribution was made.
- The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.

The disclosure must be filed within 10 days after the application is first filed and must be submitted to the C.E.O. <u>and</u> to the Board of Commissioners of DeKalb County, 1300 Commerce Drive, Decatur, GA 30030.

Notary

Signature of Applicant /Date

Check one: Owner____

Agent__X

Kathryn M. Zickert

Smith, Gambrell & Russell, LLP

Expiration Date/ Seal

*Notary seal not needed if a

1105 W. Peachtree St. NE, Suite 1000 Atlanta, Georgia 30309-3608 Tel: 404 815-3500 www.sgrlaw.com



Kathryn M. Zickert

Direct Tel: 404-815-3704 Direct Fax: 404-685-7004 kzickert@sgrlaw.com

February 23, 2022

Via Email: bhsander@dekalbcountyga.gov

Ms. Barbara Sanders DeKalb County Clerk to Commission and CEO 1300 Commerce Drive Decatur, Georgia 30030

Campaign Contribution Disclosure – February 2020 through February 28, 2022 Re:

Dear Ms. Sanders:

This letter is intended to provide campaign contributions as required by state law for Kathryn M. Zickert, Dennis, J. Webb, Jr., J. Alexander Brock and Smith, Gambrell & Russell, LLP. Please be advised that over the past two years our total contributions have been as follows:

CANDIDATE	AMOUNT	DATE	CONTRIBUTOR
Robert Patrick	\$500	Nov. 2020	Kathryn M. Zickert

Please do not hesitate to contact me if you require any further information.

Sincerely,

Kathryn M. Zickert Attorney

Kathyn M Fichet

KMZ/cme

cc: DeKalb County Planning Director (via hand delivery)



CAMPAIGN CONTRIBUTION LIST

Date	Attorney Name	Donee	Municipality DeKalb County	Amount
November 2020	Attorney Name Kathryn M. Zickert	Robert Patrick	DeKalb County	\$500.00



DEPARTMENT OF PLANNING & SUSTAINABILITY

DISCLOSURE OF CAMPAIGN CONTRIBUTION

	ance with the Conflict of Interest in Zoning must be answered.	Act, OCGA Chapter 36-67A, the	following
	the applicant, made \$250.00 or more in c thin two years immediately preceding the		government
Yes	NoX_*		
	wer is yes, you must file a disclosure repor	t with the governing authority o	f DeKalb County
showing: 1.	The name and official position of the loc contribution was made.	cal government official to whom	the campaign
2.	The dollar amount and description of ear years immediately preceding the filing contribution.	그리아 그렇지 않는데 그 아무슨 나면서 이 이 그 아이들이 하게 하는데 하는데 하는데 되었다.	
	sure must be filed within 10 days after the .O. <u>and</u> to the Board of Commissioners of .	(
Notary		Signature of Applic	ant /Date
		Check one: Owner	Agent X
		Dennis J. Webb, Jr. Smith, Gambrell & Russ	sell, LLP
Expiration	Date/ Seal		
*Notary se	eal not needed if answer is "no".		

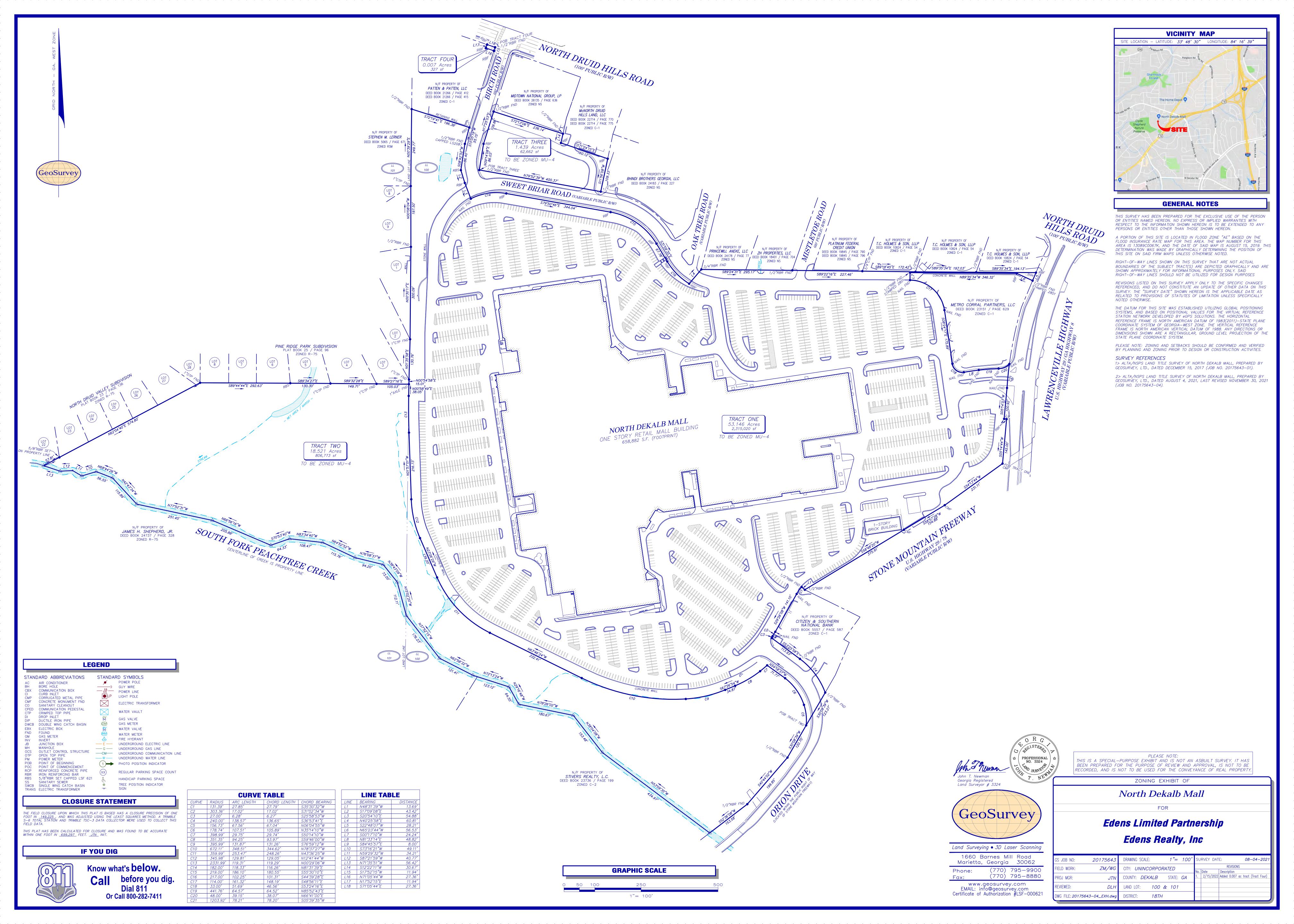


DEPARTMENT OF PLANNING & SUSTAINABILITY

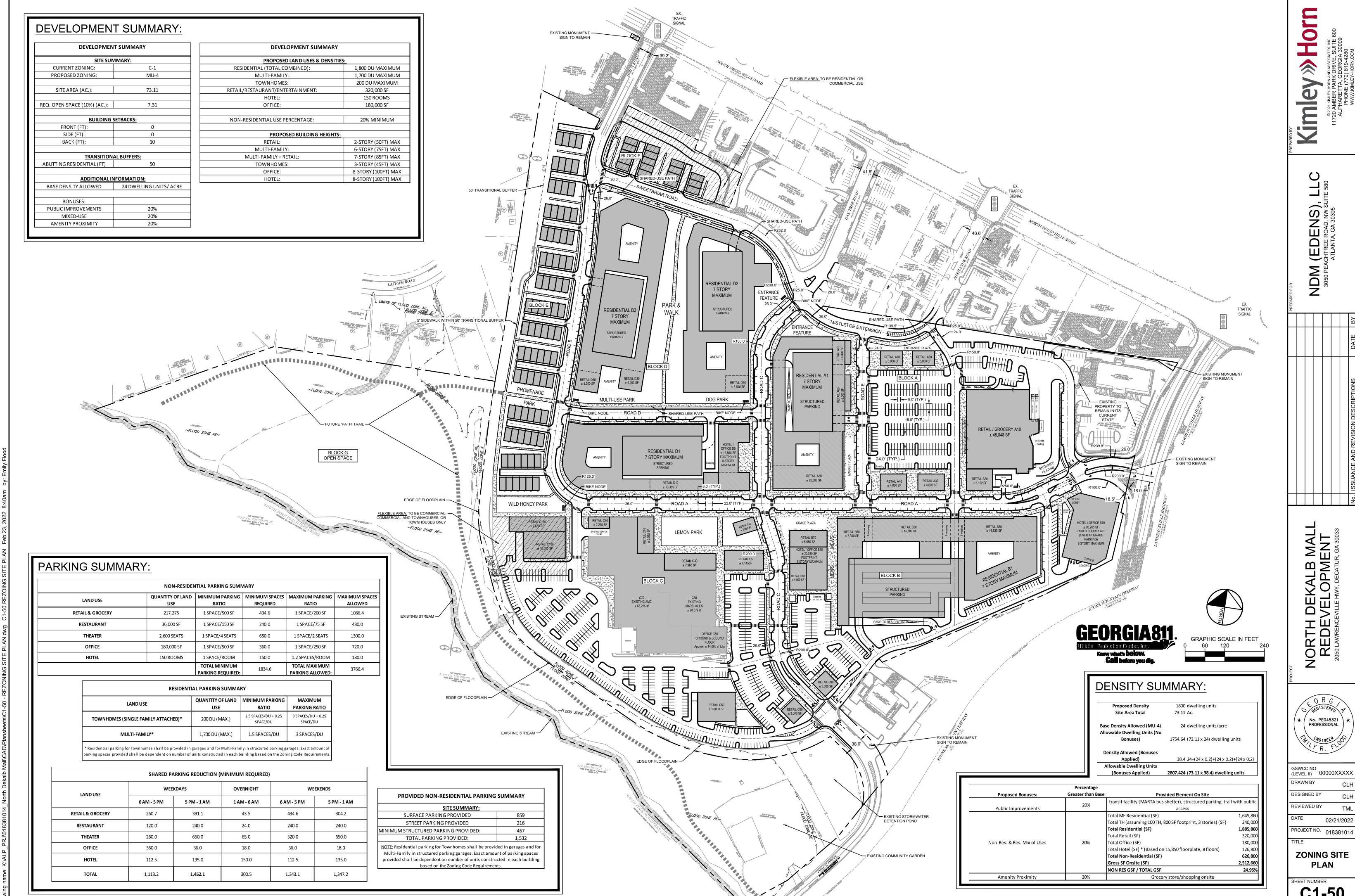
DISCLOSURE OF CAMPAIGN CONTRIBUTION

	ance with the Conflict of Interest in Zoning Act, must be answered.	OCGA Chapter 36-67A, the following	
	the applicant, made \$250.00 or more in campa thin two years immediately preceding the filling		
Yes	NoX_*		
If the ansv	wer is yes, you must file a disclosure report with	n the governing authority of DeKalb County	
1.	The name and official position of the local go contribution was made.	overnment official to whom the campaign	
2.	The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.		
	sure must be filed within 10 days after the app .O. <u>and</u> to the Board of Commissioners of DeKa		
		O.AllBL	
Notary		Signature of Applicant / Date Check one: Owner Agent X	
		J. Alexander Brock Smith, Gambrell & Russell, LLP	
Expiration	Date/ Seal		
*Notary se	eal not needed if answer is "no".		

Survey



Site Plan



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No. PE045321

(LEVEL II) 00000XXXXX

02/21/2022

ZONING SITE

C1-50

- Unless noted otherwise, all "internal streets" shown on the plan are to be
 privately owned and maintained with a public access easement granted for
 vehicular and pedestrian traffic; internal streets will not be Private Streets as
 defined in the DeKalb County code. All lots will have frontage on internal
 streets or in the case of townhouses onto alleys which connect to internal
 streets.
- Road A, Road B, Road C, Road E, and Mistletoe Extension shall be built in the general location shown on the plan and shall be built as part of the first phase of the Project.
- 3. Road D may be built as part of a future phase and the exact location may vary as long as the shared-use path connection is maintained from Promenade Park to Road C. Additional "internal streets" may be constructed in Block D depending on the final building layout on this block.
- 4. Notes regarding internal street sections are provided on Sheets C2-50 to C2-
- Designated areas of internal streets may be periodically closed to vehicles to
 provide for street fairs, farmers markets, events, etc. as long as vehicular and
 pedestrian traffic routes are maintained to provide access to all parts of the
- 6. The shared-use path shown on the site shall be built in the first phase of the project connecting Promenade Park to Mistletoe Road. A temporary paved path may be provided from Road B to Road C until the permanent path is built when Road D is constructed.
- 7. Bike Nodes consisting of a combination of bike racks, information kiosks, and/or bike maintenance stands shall be constructed at key points along the shared-use path in the general location shown on the Site Plan.
- 8. Parking structures in Blocks A and D shall be screened with the use of liner buildings or other buildings to not be visible from public or internal streets.

II. Building Locations and Orientation:

- The final location, size, and use of buildings and parking shown on the plan may vary but the overall density cannot exceed the Proposed Development Program Summary.
- 2. Block A shall have the following limitations:
 - a. The primary entrance to tenants in Buildings A20, A30, and A40 shall be on Road A and these facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the firstfloor street-level façade.
 - b. The primary entrance to tenants in Buildings A50 and A60 shall be on Road A, Road E or Road C and these facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level façade.
 - c. The primary entrance to tenants in Buildings A65, A70, and A80 shall on be on Mistletoe Extension or Road E. The facades facing Mistletoe Extension and Road E shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor
 - street-level façade.

 d. A minimum of one (1) fifteen (15) foot wide breezeway shall be provided from the lower level of the parking structure in Residential Building A1 to Road E.
 - e. In the areas of Residential Building A1 which do not have ground floor retail, the ground floor residential units shall provide doorways to Road C (such doorways can be secondary entrances).
 - f. The rear of Building A10 and the service areas for A10 and A20 shall be screened from Road A with a combination of decorative walls

and/or landscaping.

3. Block B shall have the following limitations:

- a. The primary entrance to tenants in Buildings B30, B50, and B60 shall be on Road A and these facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the firstfloor street-level facade.
- b. The primary entrance to tenants in Buildings B70 and B80 shall be on Road A or Road C and these facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level façade.
- c. The primary lobby to Building B10 shall be on Road A or the Office Plaza adjacent to Road A and these facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level façade.
- d. The primary lobby to Building B75 shall be on Road C or the Mews and the facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level
- e. A minimum of one (1) fifteen (15) foot wide breezeway shall be provided from the lower level of the parking structure in Residential Building B1 to Road A.
- f. The primary entrance to tenants in Building B90 shall on be on Road C. The façade facing Road C shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level façade.

4. Block C shall have the following limitations:

- a. The primary entrance to tenants in Buildings C5, C10, C30, and C40 shall be on Road A, Road C or Lemon Park and these facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level façade.
- b. The primary entrance to Building C50 (Existing Marshall's) shall remain in the existing store entrance location.
- c. The primary entrance to tenants in Buildings C90 and C110 shall be on Road A and Wild Honey Park, respectively, and these facades shall

have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level facade.

- d. The primary entrance to tenants in Buildings C60 and C80 shall face Road C. The façade facing Road C shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level façade.
- e. The Flexible Area hatched location indicated on the Site Plan can be Commercial Uses only like shown on the Site Plan, Townhouses only with fronts facing on Wild Honey Park, or Townhouses facing on Wild Honey Park with a Commercial Building located to the south behind the townhouses.

5. Block D shall have the following limitations:

- a. The primary entrance to tenants in Buildings D5 and D10 shall be on Road A or Road C and these facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level façade.
- b. In the areas of Residential Building D1 which do not have ground floor retail, the ground floor residential units shall provide doorways to the adjacent streets (such doorways can be secondary entrances).
- Ground floor retail can be constructed anywhere in Building D5 and Residential Building D1 along Road A.
- d. Ground floor retail in Buildings D2 and D3 shall not be required. If ground floor retail is constructed in Buildings D2 and/or D3 it shall be limited to 5,000 SF in each location and shall be located along the parks adjacent to Road D. The primary entrance to tenants in these retail spaces shall be on the adjacent roads or parks and these facades shall have windows and/or doorways that occupy at least twenty-five (25) percent of the width of the first-floor street-level façade.
- e. Townhouses may be incorporated into Block D and the building locations may vary from those shown including the addition of internal streets as long the shared use path connecting Road B and Road C remains and a multi-use park and dog park are incorporated adjacent to the path.
- f. In the areas of Residential Building D2 and D3 which do not have ground floor retail, the ground floor residential units shall provide doorways to the adjacent streets (such doorways can be secondary entrances) in all locations where adjacent sidewalk grades allow.

6. Block E shall have the following limitations:

- Only Residential Dwellings as allowed in Table 4.1 Use Table of the DeKalb County Zoning code shall be permitted in Block E.
- Where adjacent to single-family residential, building heights shall be limited based on the transitional height plane as required by the DeKalb County code.
- c. Residential units adjacent to Road B and the shared-use path shall provide doorways to Road B or the shared-use path (such doorways can be secondary entrances) and shall have windows facing Road B or
- the shared-use path to make these facades appear to be the front of the units.

7. Block F shall have the following limitations:

- Uses shall consist of commercial buildings or residential buildings consisting either of townhouses or a multi-family building limited to 6 stories in height.
- b. Due to the elevation change across the site, street facing doorways may not be possible in all locations but a connection to the street from all entry doors shall be required.

8. Block G – Open Space shall have the following limitations:

a. The area shall be limited to open space to include paved or unpaved trails, community gardens, and an existing detention pond by Orion

III. Open Space:

- Lemon Park shall be built in the first phase of the project and shall consist of a combination of turf, grass, landscaping, seating and/or play areas. Outside dining shall be allowed if such dining does not obstruct pedestrian access.
- A dog park and multi-use park shall be constructed in Block D adjacent to the share-use path. The multi-use park shall consist at a minimum of some turf or grass play areas as well as passive recreational areas.
- Promenade Park shall consist of a shared-use path and seating and landscape areas creating an entry/transition from the future Block G PATH trail into the site.
- Wild Honey Park shall consist of a mixture of hard surfaces, and landscaped areas, and casual seating that can be activated by a variety of events.
- 5. The Entrance Plaza on Mistletoe Extension shall be a pedestrian orientated park integrated into the area between the shared-use path and the retail uses to create an inviting activated entrance from Mistletoe Road into the project site. Outside dining may be provided in portions of the entrance plaza as long as pedestrian access is maintained through the park area. An entrance sign may be added in compliance with the Master Sign Program.

IV. Additional Uses and Limitations:

- Food trucks, shipping container stores, and similar structures shall be allowed in all locations except Blocks E and G as long as adequate pedestrian access is maintained.
- Outdoor dining shall be allowed throughout all Blocks except Blocks E and G.
 Temporary outdoor events may be held in all Blocks except Block E.
- Information and Advertising Kiosks shall be allowed throughout all Blocks except Blocks E and G.
- Walk-up ATMs shall be allowed either integrated into buildings or freestanding. A Drive-up ATMs shall be allowed subject to receiving a Special Land Use Permit.
- 6. Murals shall be allowed except in Block E and G. See Architectural drawings for additional notes.

 A drive-through pharmacy shall be allowed as indicated at Building A10 subject to receiving a Special Land Use Permit.

V. Architecture

 See Architectural Elevations Sheets A-1.01 and A-1.02 and Storefronts, Canopies and Materials Sheet A-2.01 for architectural standards to be used on the project.

VI. Signage

 See North DeKalb Master Sign Program for signage standards to be used on the project.), LLC
SUITE 580

© 2021 KIMLEY-HORN AND ASSOCIATION
ALPHARETTA, GEORGIA 3

0

NDM (EDENS), LLC

DEKALB MALL
VELOPMENT
EVILLE HWY, DECATUR, GA 30033

NO BEDESSIONAL *

GSWCC NO. (LEVEL II) 00000XXXXX

DRAWN BY CLH

DESIGNED BY CLH

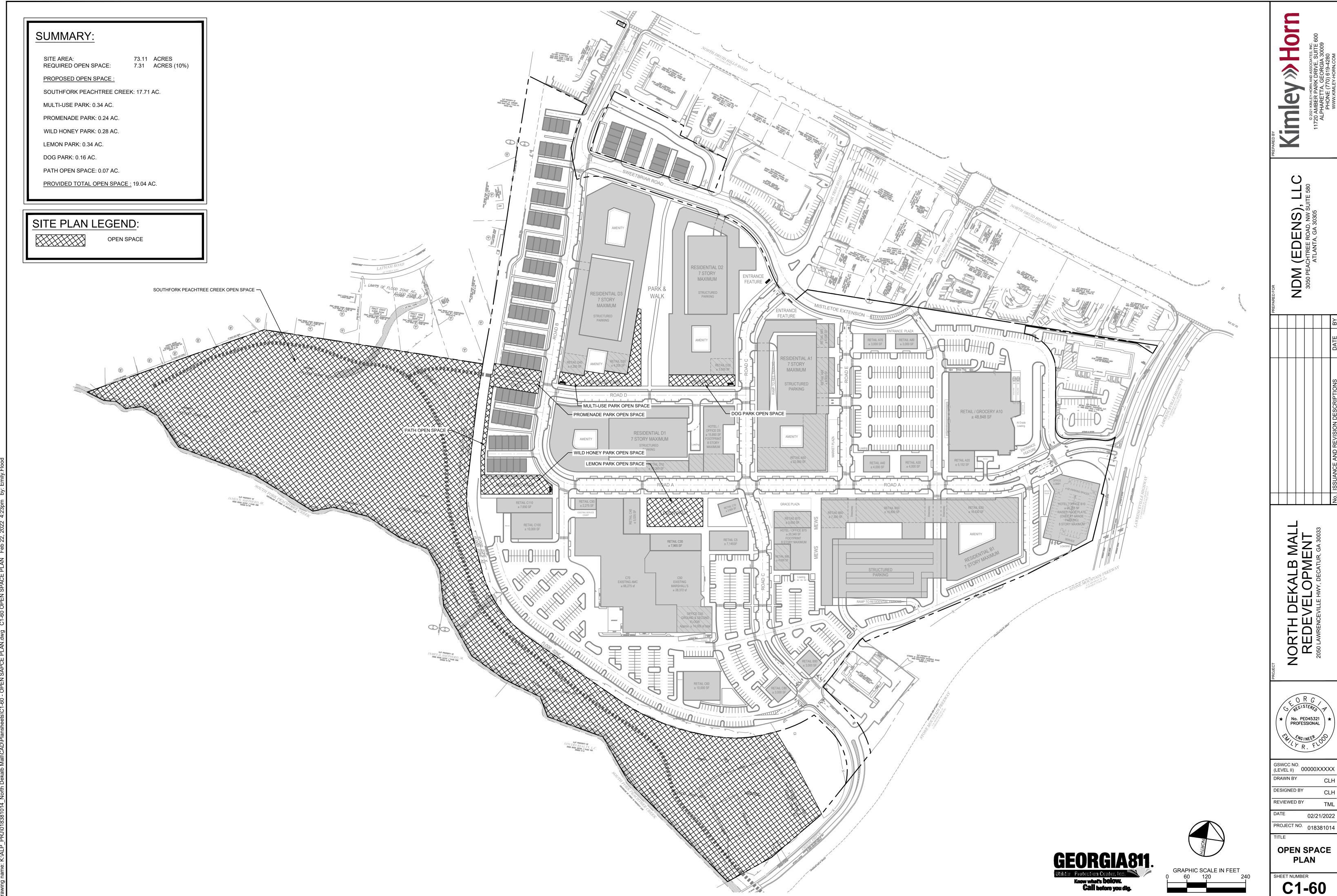
REVIEWED BY TML

DATE 02/21/2022

ZONING NOTES

PROJECT NO. 018381014

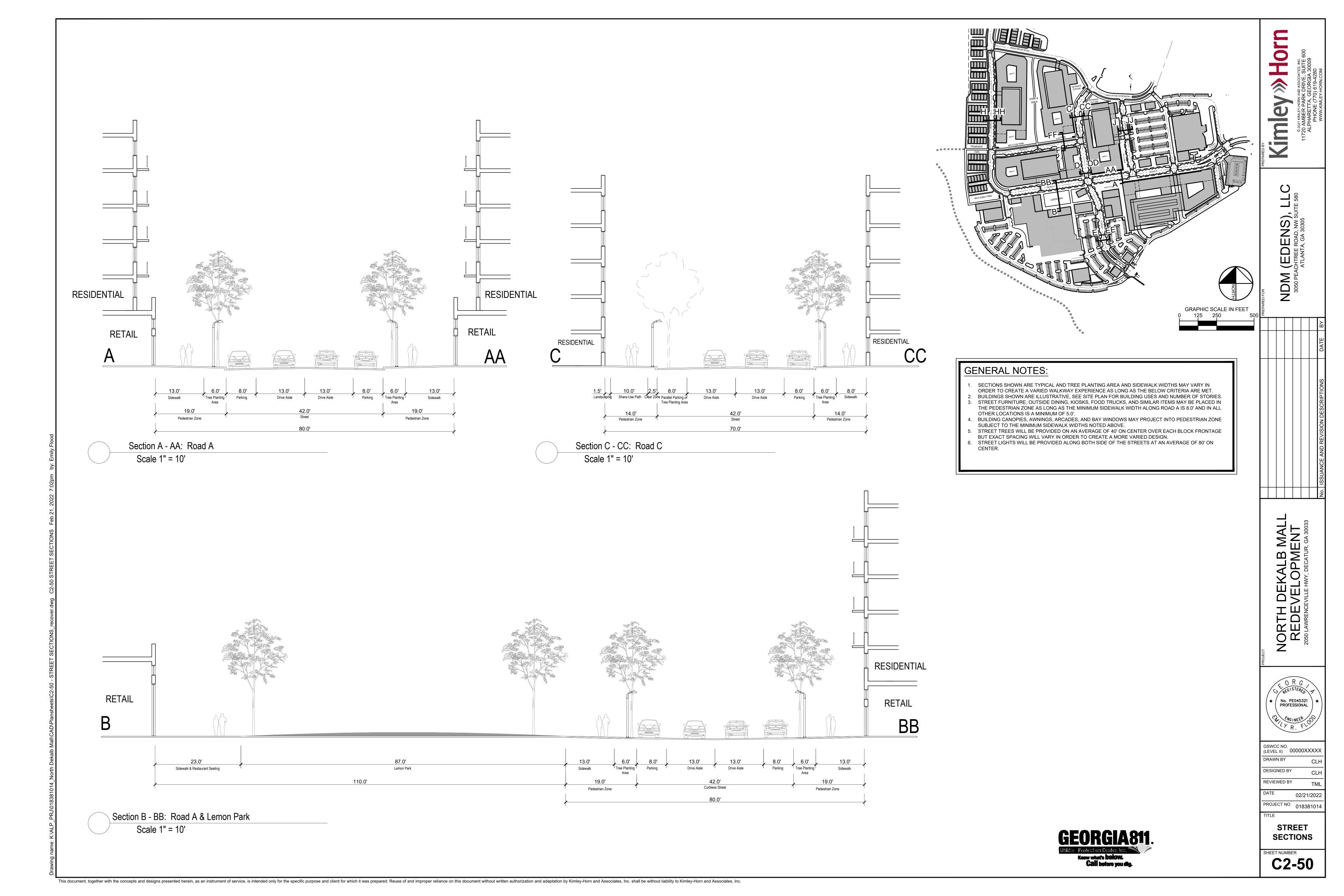
C1-55

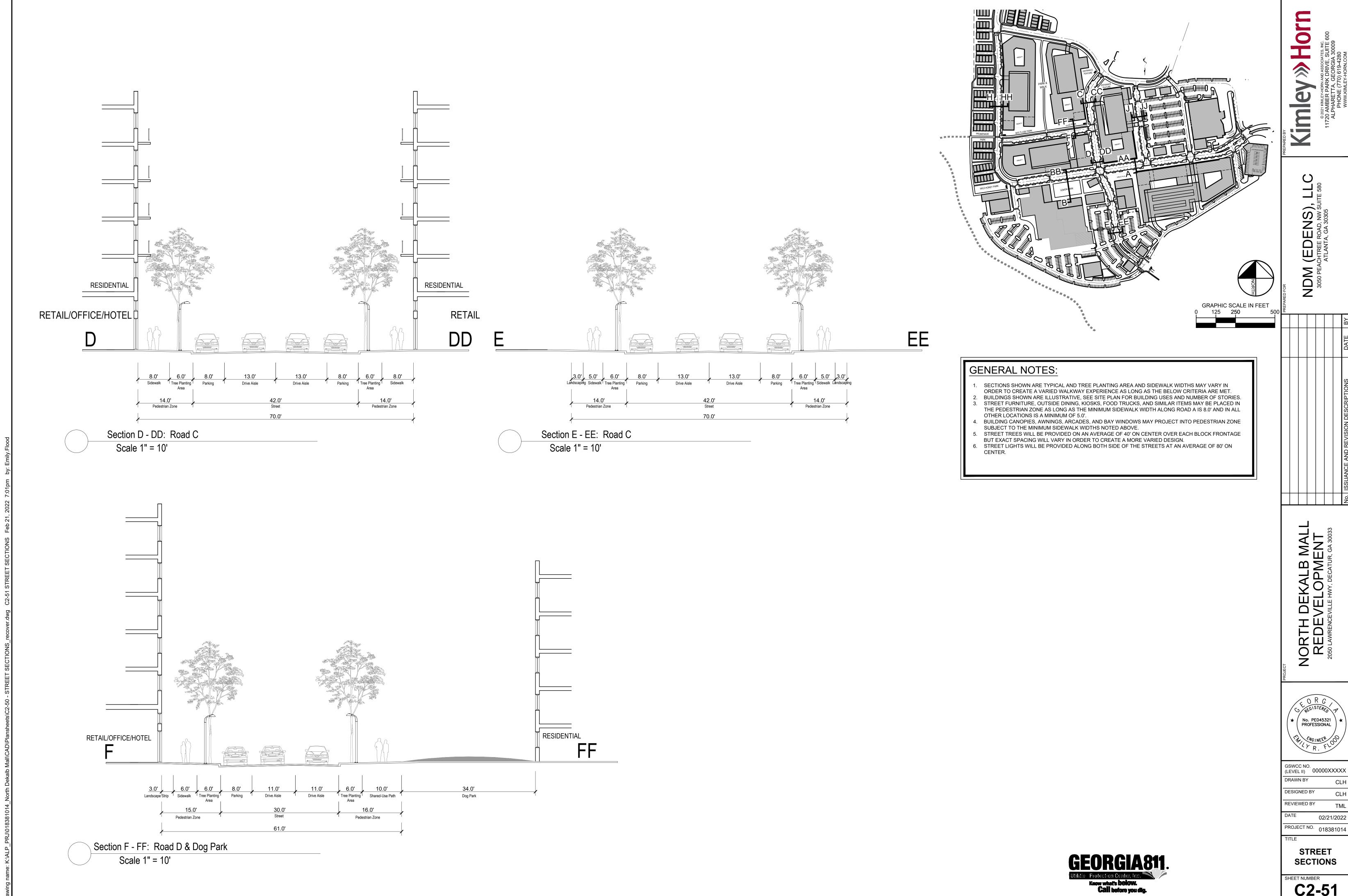


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02/21/2022





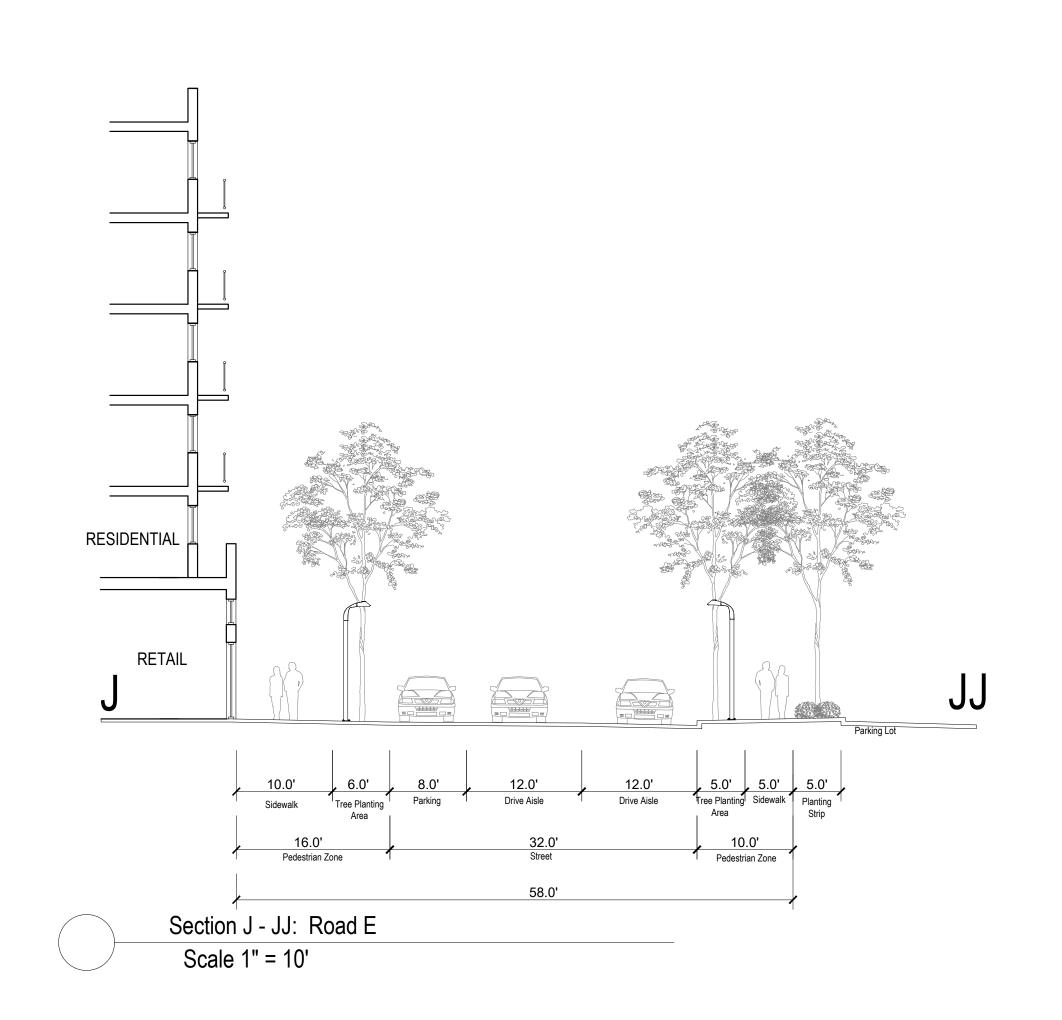
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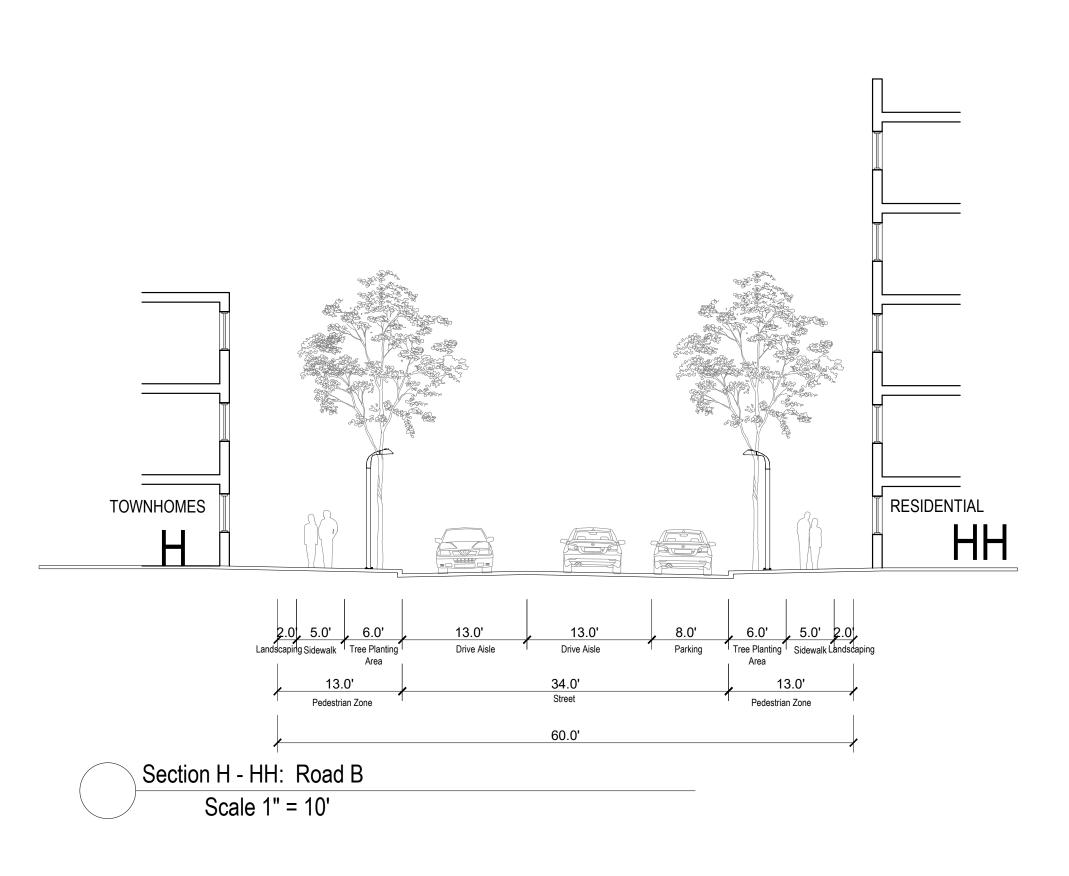
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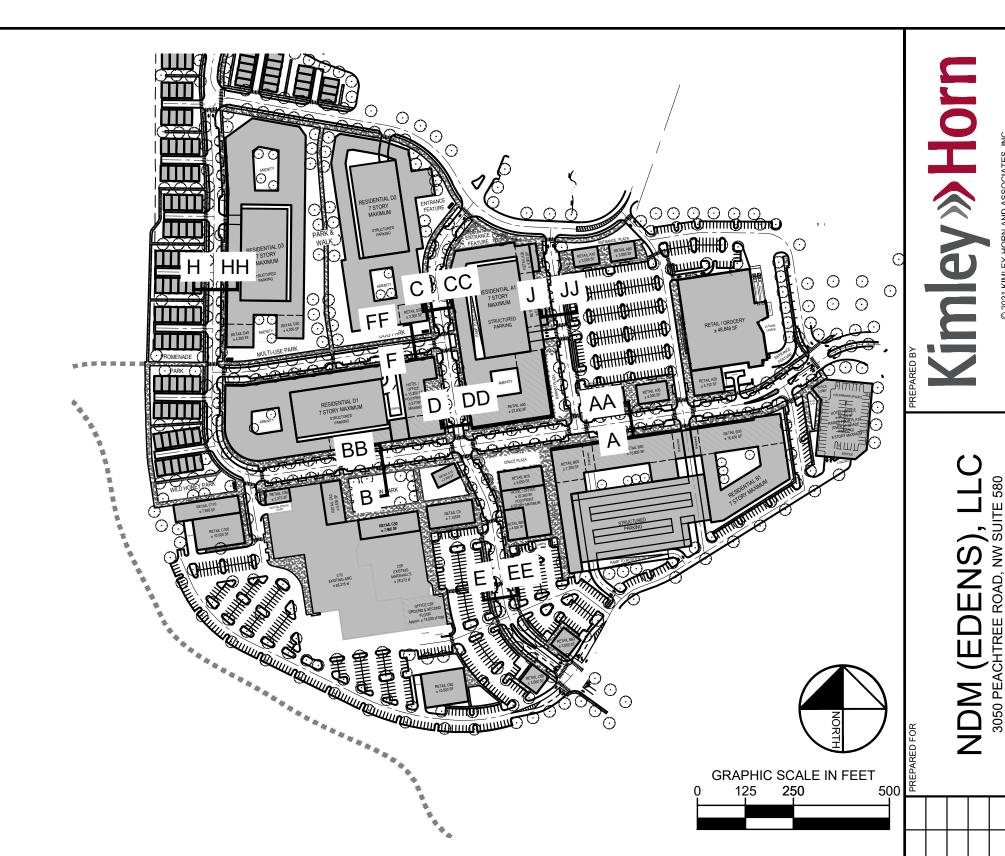
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C2-51





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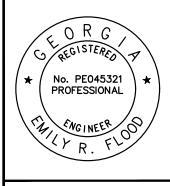
GENERAL NOTES:

- 1. SECTIONS SHOWN ARE TYPICAL AND TREE PLANTING AREA AND SIDEWALK WIDTHS MAY VARY IN ORDER TO CREATE A VARIED WALKWAY EXPERIENCE AS LONG AS THE BELOW CRITERIA ARE MET.
- 2. BUILDINGS SHOWN ARE ILLUSTRATIVE, SEE SITE PLAN FOR BUILDING USES AND NUMBER OF STORIES. 3. STREET FURNITURE, OUTSIDE DINING, KIOSKS, FOOD TRUCKS, AND SIMILAR ITEMS MAY BE PLACED IN THE PEDESTRIAN ZONE AS LONG AS THE MINIMUM SIDEWALK WIDTH ALONG ROAD A IS 8.0' AND IN ALL OTHER LOCATIONS IS A MINIMUM OF 5.0'.
- 4. BUILDING CANOPIES, AWNINGS, ARCADES, AND BAY WINDOWS MAY PROJECT INTO PEDESTRIAN ZONE
- SUBJECT TO THE MINIMUM SIDEWALK WIDTHS NOTED ABOVE.

 5. STREET TREES WILL BE PROVIDED ON AN AVERAGE OF 40' ON CENTER OVER EACH BLOCK FRONTAGE BUT EXACT SPACING WILL VARY IN ORDER TO CREATE A MORE VARIED DESIGN.
- 6. STREET LIGHTS WILL BE PROVIDED ALONG BOTH SIDE OF THE STREETS AT AN AVERAGE OF 80' ON

NORTH DEKALB MALL REDEVELOPMENT 2050 LAWRENCEVILLE HWY, DECATUR, GA 30033

(EDENS),
ACHTREE ROAD, NW SUI
ATLANTA, GA 30305



REVIEWED BY	·
DESIGNED BY	CL CL
DRAWN BY	CL
GSWCC NO. (LEVEL II)	000006435

02/21/2022 PROJECT NO. 018381014

STREET

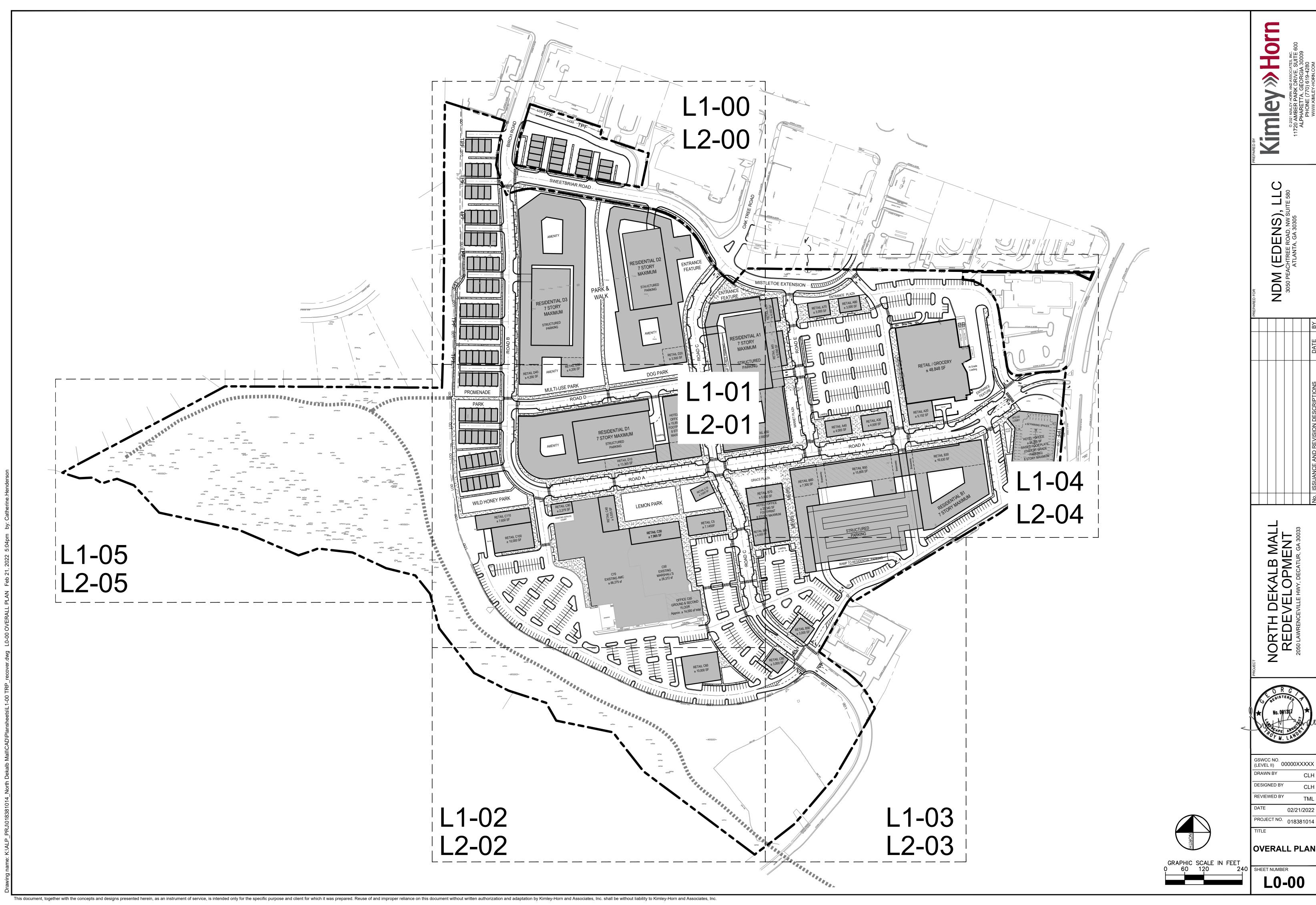
SECTIONS

SHEET NUMBER C2-52

Utilitie Protection Center, Inc.

Know what's below.

Call before you dig.



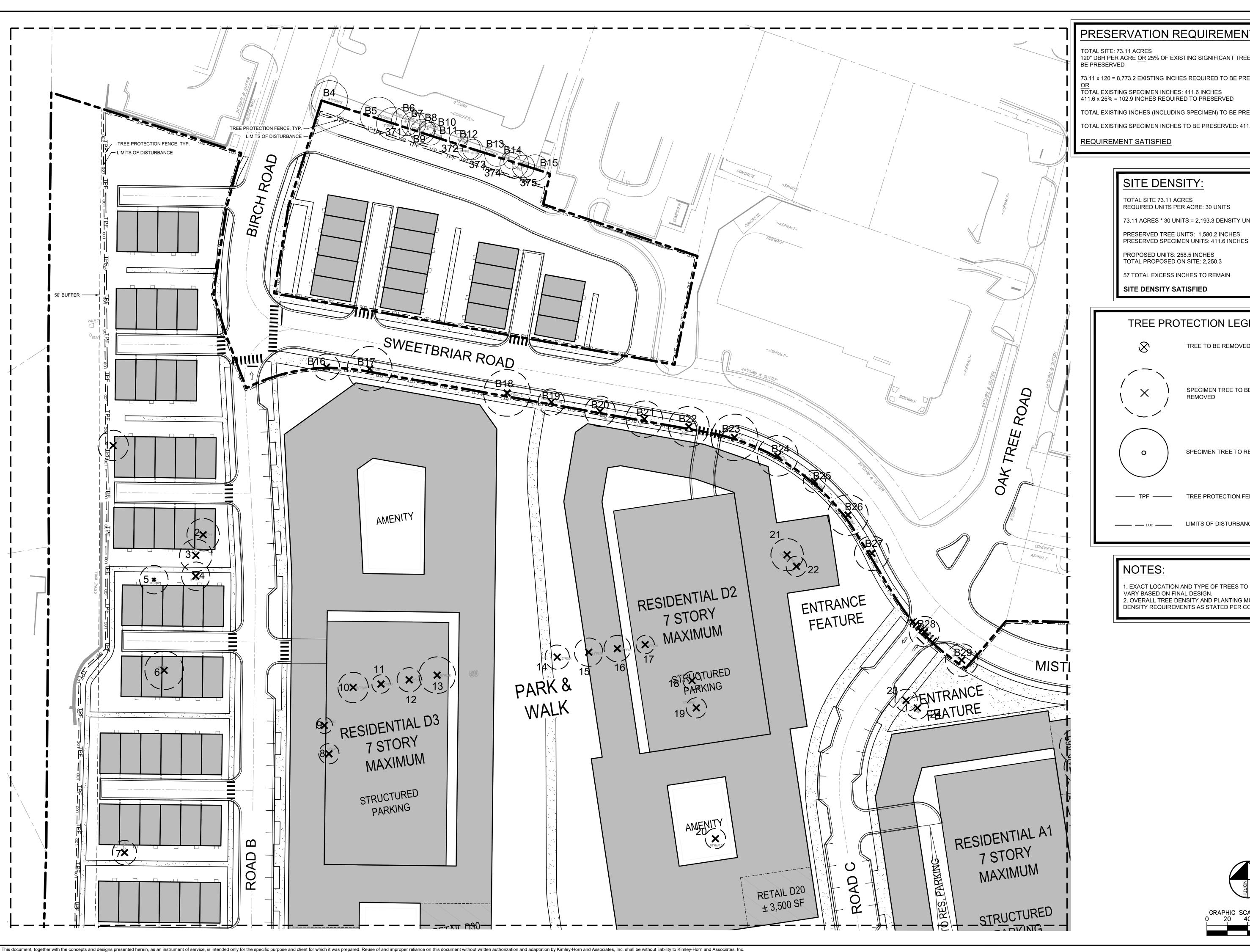
NDM (EDENS), LLC 3050 PEACHTREE ROAD, NW SUITE 580 ATLANTA, GA 30305

NORTH DEKALB MALL REDEVELOPMENT 2050 LAWRENCEVILLE HWY, DECATUR, GA 30033



02/21/2022

L0-00



PRESERVATION REQUIREMENTS:

120" DBH PER ACRE OR 25% OF EXISTING SIGNIFICANT TREES REQUIRED T

73.11 x 120 = 8,773.2 EXISTING INCHES REQUIRED TO BE PRESERVED

TOTAL EXISTING SPECIMEN INCHES: 411.6 INCHES 411.6 x 25% = 102.9 INCHES REQUIRED TO PRESERVED

TOTAL EXISTING INCHES (INCLUDING SPECIMEN) TO BE PRESERVED: 7,865

TOTAL EXISTING SPECIMEN INCHES TO BE PRESERVED: 411.6".

REQUIREMENT SATISFIED

SITE DENSITY:

TOTAL SITE 73.11 ACRES REQUIRED UNITS PER ACRE: 30 UNITS

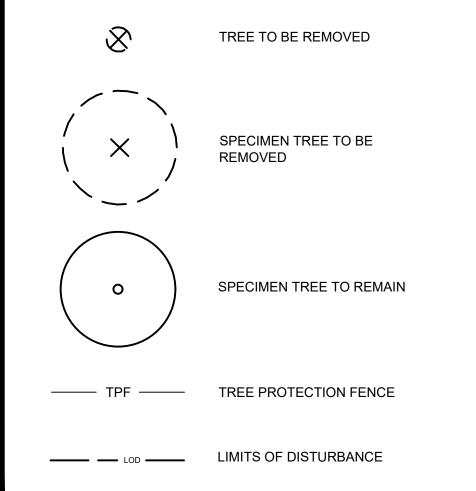
73.11 ACRES * 30 UNITS = 2,193.3 DENSITY UNITS REQUIRED PRESERVED TREE UNITS: 1,580.2 INCHES

PROPOSED UNITS: 258.5 INCHES

57 TOTAL EXCESS INCHES TO REMAIN

SITE DENSITY SATISFIED

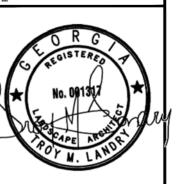
TREE PROTECTION LEGEND



1. EXACT LOCATION AND TYPE OF TREES TO BE USED MAY VARY BASED ON FINAL DESIGN.
2. OVERALL TREE DENSITY AND PLANTING MUST MEET SITE DENSITY REQUIREMENTS AS STATED PER CODE.

NORTH DEKALB MALL REDEVELOPMENT 2050 LAWRENCEVILLE HWY, DECATUR, GA 30033

NDM 3050 PEA

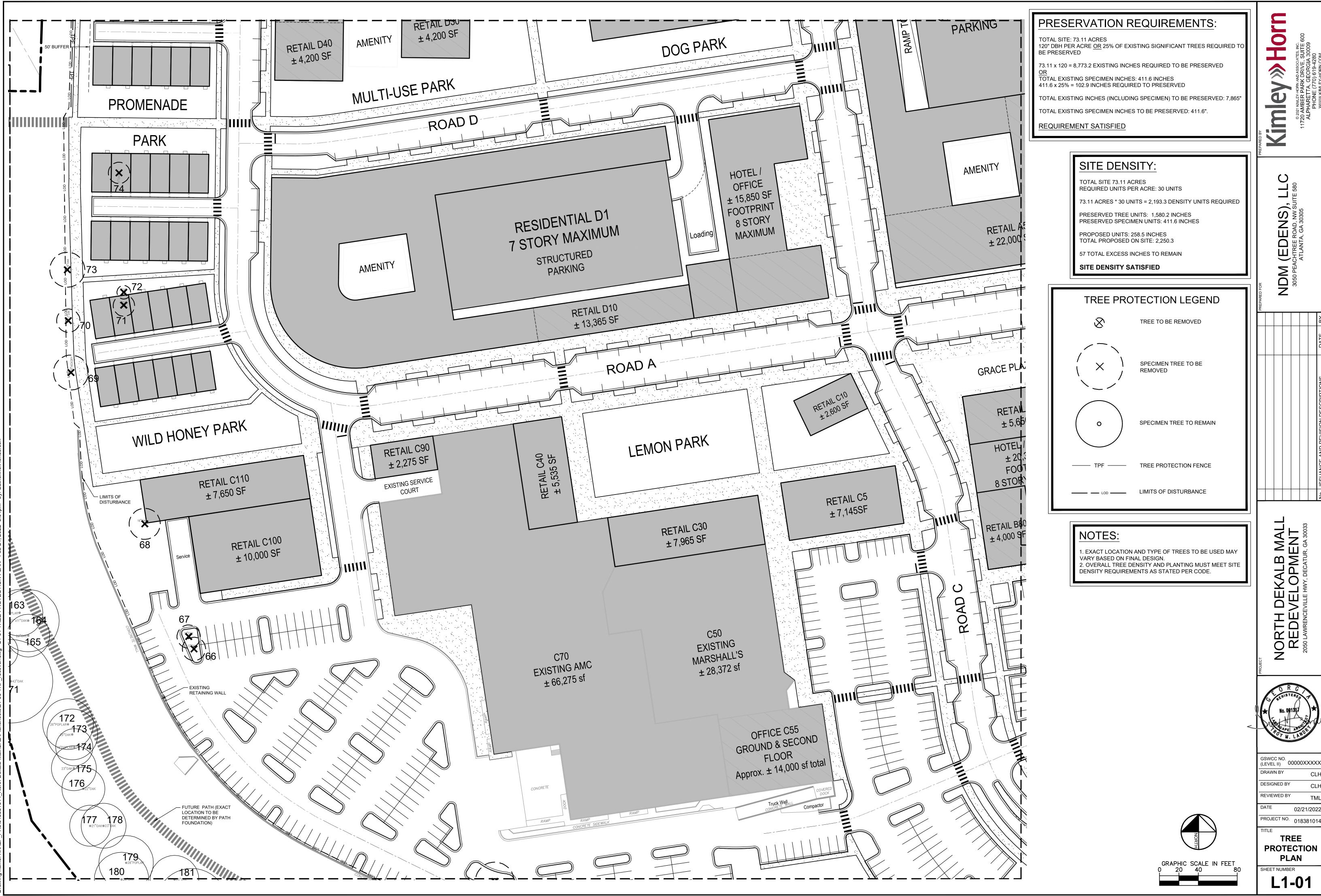


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02/21/2022 PROJECT NO. 018381014

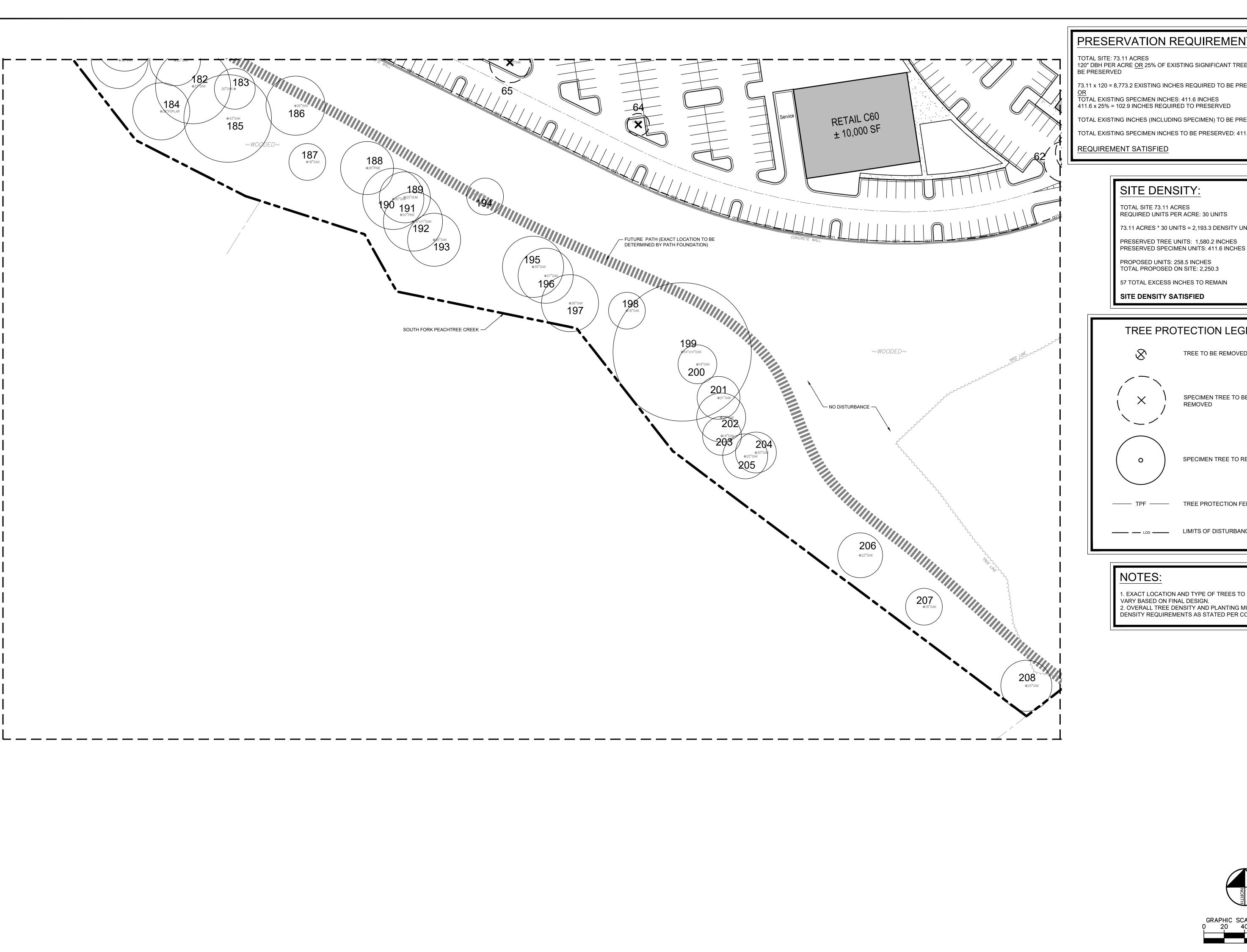
TREE PROTECTION PLAN

L1-00



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PRESERVATION REQUIREMENTS:

TOTAL SITE: 73.11 ACRES 120" DBH PER ACRE <u>OR</u> 25% OF EXISTING SIGNIFICANT TREES REQUIRED TO BE PRESERVED

73.11 x 120 = 8,773.2 EXISTING INCHES REQUIRED TO BE PRESERVED

TOTAL EXISTING SPECIMEN INCHES: 411.6 INCHES 411.6 x 25% = 102.9 INCHES REQUIRED TO PRESERVED

TOTAL EXISTING SPECIMEN INCHES TO BE PRESERVED: 411.6".

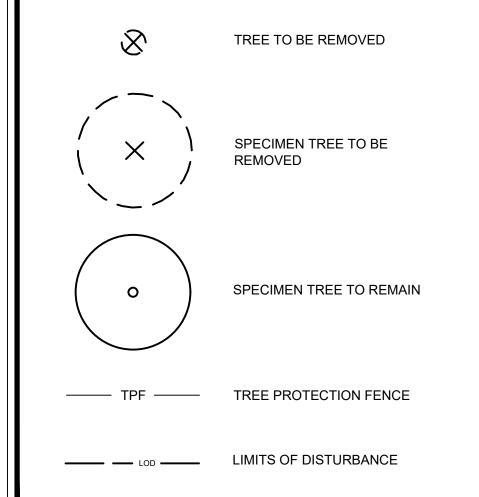
REQUIRED UNITS PER ACRE: 30 UNITS

73.11 ACRES * 30 UNITS = 2,193.3 DENSITY UNITS REQUIRED PRESERVED TREE UNITS: 1,580.2 INCHES

PROPOSED UNITS: 258.5 INCHES TOTAL PROPOSED ON SITE: 2,250.3

57 TOTAL EXCESS INCHES TO REMAIN

TREE PROTECTION LEGEND



EXACT LOCATION AND TYPE OF TREES TO BE USED MAY VARY BASED ON FINAL DESIGN.
 OVERALL TREE DENSITY AND PLANTING MUST MEET SITE DENSITY REQUIREMENTS AS STATED PER CODE.

NORTH DEKALB MALI REDEVELOPMENT 2050 LAWRENCEVILLE HWY, DECATUR, GA 30033

(EDENS),
ACHTREE ROAD, NW SUITAL ATLANTA, GA 30305

NDM 3050 PEA

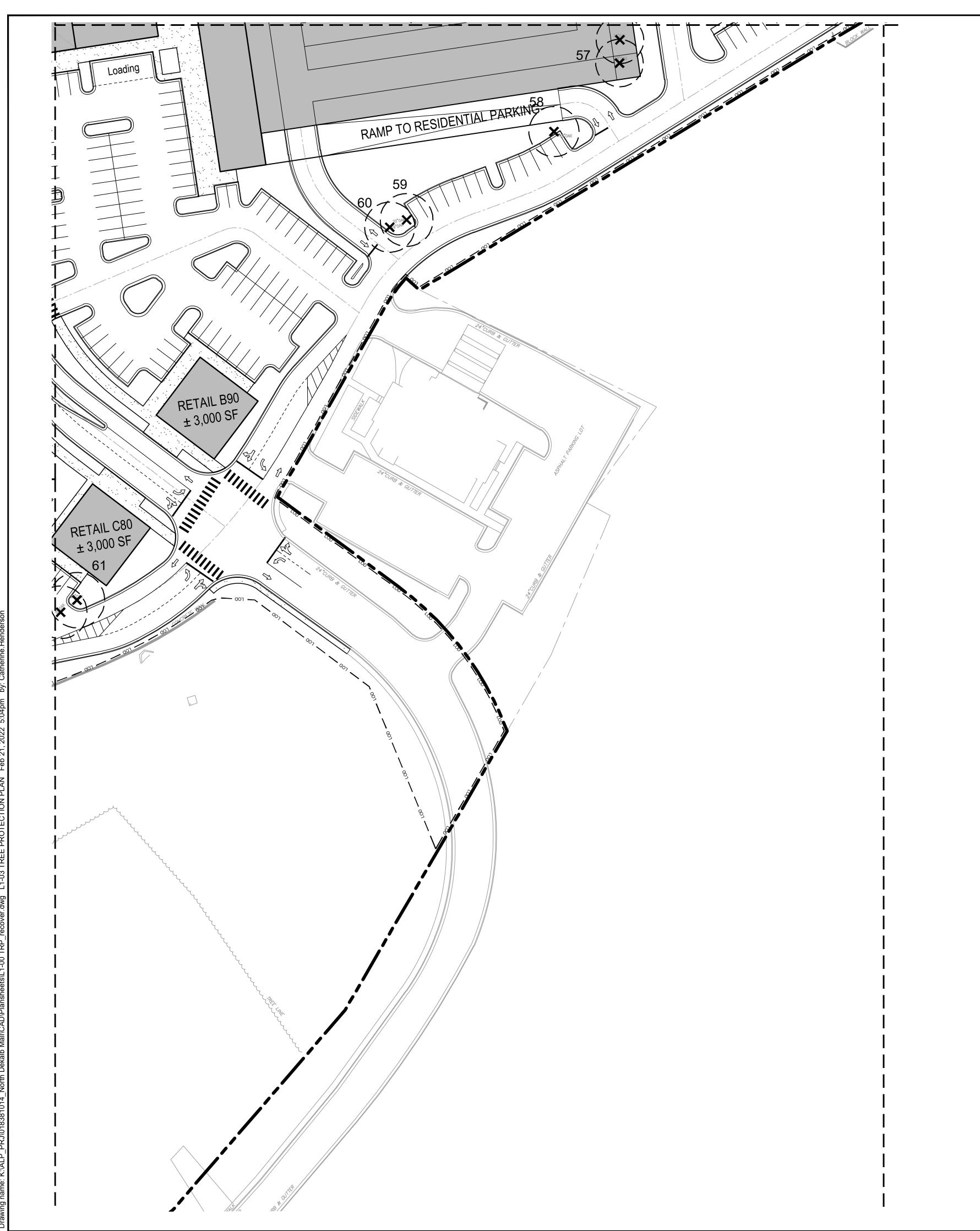


GSWCC NO. (LEVEL II) 00000XXXXX DESIGNED BY REVIEWED BY

02/21/2022 PROJECT NO. 018381014

TREE **PROTECTION PLAN**

SHEET NUMBER



PRESERVATION REQUIREMENTS:

TOTAL SITE: 73.11 ACRES 120" DBH PER ACRE <u>OR</u> 25% OF EXISTING SIGNIFICANT TREES REQUIRED TO BE PRESERVED

73.11 x 120 = 8,773.2 EXISTING INCHES REQUIRED TO BE PRESERVED

TOTAL EXISTING SPECIMEN INCHES: 411.6 INCHES
411.6 x 25% = 102.9 INCHES REQUIRED TO PRESERVED

TOTAL EXISTING INCHES (INCLUDING SPECIMEN) TO BE PRESERVED: 7,865"

TOTAL EXISTING SPECIMEN INCHES TO BE PRESERVED: 411.6".

REQUIREMENT SATISFIED

SITE DENSITY:

TOTAL SITE 73.11 ACRES REQUIRED UNITS PER ACRE: 30 UNITS

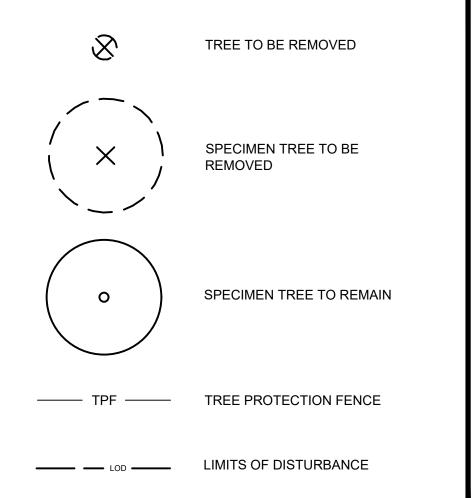
73.11 ACRES * 30 UNITS = 2,193.3 DENSITY UNITS REQUIRED PRESERVED TREE UNITS: 1,580.2 INCHES PRESERVED SPECIMEN UNITS: 411.6 INCHES

PROPOSED UNITS: 258.5 INCHES TOTAL PROPOSED ON SITE: 2,250.3

57 TOTAL EXCESS INCHES TO REMAIN

SITE DENSITY SATISFIED

TREE PROTECTION LEGEND

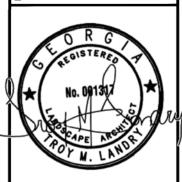


NOTES:

1. EXACT LOCATION AND TYPE OF TREES TO BE USED MAY VARY BASED ON FINAL DESIGN.
2. OVERALL TREE DENSITY AND PLANTING MUST MEET SITE DENSITY REQUIREMENTS AS STATED PER CODE.

(EDENS),
ACHTREE ROAD, NW SUITAL ATLANTA, GA 30305

NDM 3050 PEA



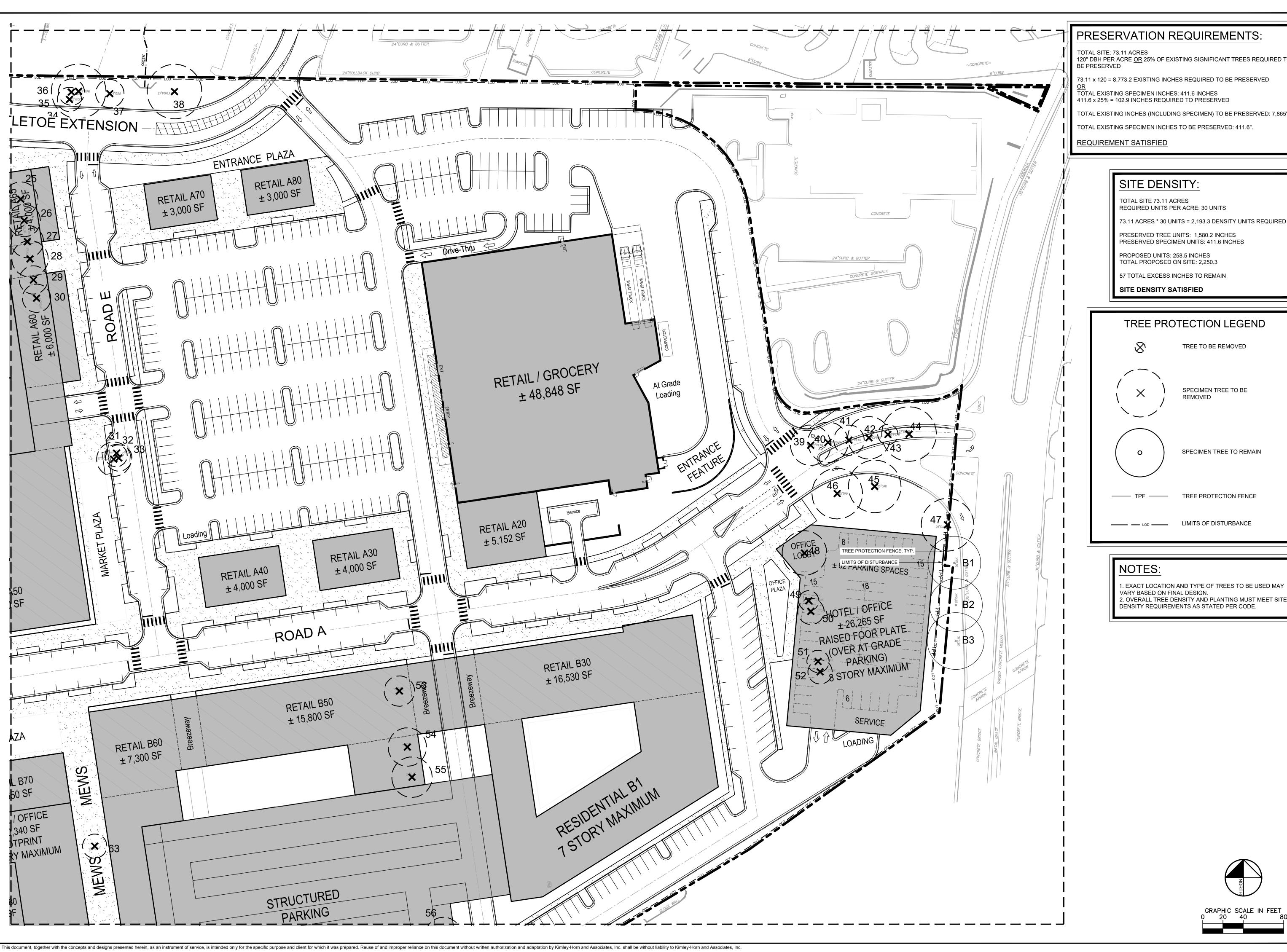
GSWCC NO. (LEVEL II) 00000XXXXX DESIGNED BY REVIEWED BY

02/21/2022 PROJECT NO. 018381014

TREE **PROTECTION**

SHEET NUMBER

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PRESERVATION REQUIREMENTS:

120" DBH PER ACRE OR 25% OF EXISTING SIGNIFICANT TREES REQUIRED T

73.11 x 120 = 8,773.2 EXISTING INCHES REQUIRED TO BE PRESERVED

TOTAL EXISTING SPECIMEN INCHES: 411.6 INCHES

TOTAL SITE 73.11 ACRES

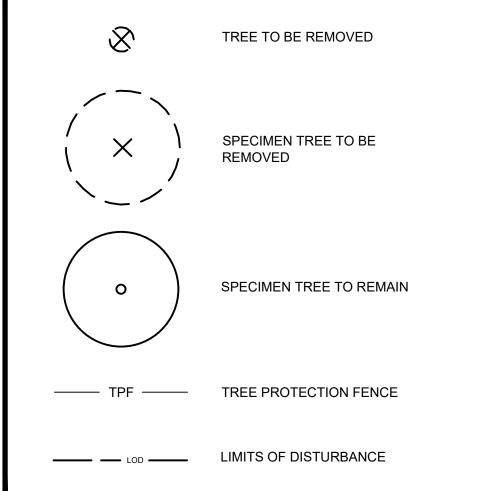
REQUIRED UNITS PER ACRE: 30 UNITS

PRESERVED TREE UNITS: 1,580.2 INCHES

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TREE PROTECTION LEGEND



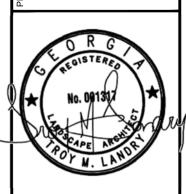
1. EXACT LOCATION AND TYPE OF TREES TO BE USED MAY VARY BASED ON FINAL DESIGN.
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1 DEKALB MALL

VELOPMENT

CEVILLE HWY, DECATUR, GA 30033 NORTH REDEV

NDM (EDENS), 3050 PEACHTREE ROAD, NW SUIT ATLANTA, GA 30305



GSWCC NO. (LEVEL II) 00000XXXXX DRAWN BY DESIGNED BY REVIEWED BY

02/21/2022 PROJECT NO. 018381014

TREE PROTECTION PLAN SHEET NUMBER

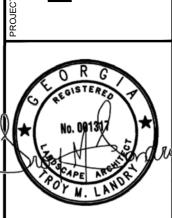
L1-04

GRAPHIC SCALE IN FEET
0 20 40 80



0

NORTH REDE



(LEVEL II) 00000XXXXX DRAWN BY DESIGNED BY REVIEWED BY 02/21/2022 PROJECT NO. 018381014

TREE **PROTECTION** PLAN SHEET NUMBER

L1-05

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1				EXISTING TR	EE DATA TABLE		
2		TREE #	DBH		T	RCMP. DBH	DENSITY INCHES
3						<u> </u>	-
S							
February February		_					
7							-
10						+	
10							
12							
13							
14							
15							
17 S							
19							
20			9	MAPLE	DESTROYED		
21							
23					+		
24							
25							
27							
28						+	
30						+	
31							
32							
34				HOLLY	+	+	3.2
35							
36					+	+	
38		36	13	SWEETGUM	DESTROYED	4	4
39 20					1	+	
41					+	+	
42						+	
43							
45					DESTROYED		
46						1	
48					+	+	+
10					+	<u> </u>	+
SO					+	 	
S2			13				
S3						+	
S55					+		
S6					+	-	
58 19 OAK DESTROYED 5.4 5.4 59 20 OAK DESTROYED 5.4 5.4 60 19 OAK DESTROYED 5.4 5.4 61 21 OAK DESTROYED 5.4 5.4 62 20 OAK DESTROYED 5.4 5.4 63 12 HOLLY DESTROYED 3.2 3.2 3.2 64 11 OAK DESTROYED 3.2 3.2 3.2 65 20 OAK DESTROYED 3.2 3.2 3.2 65 20 OAK DESTROYED 3.2 3.2 3.2 66 12 OAK DESTROYED 3.2 3.2 3.2 67 12 OAK DESTROYED 4.8 4.8 70 12 OAK DESTROYED 4.8 4.8 70 12 OAK DESTROYED 3.2 3.2					+	+	
S9						+	
60					+		
62 20							
63						+	
65 20 OAK DESTROYED 5.4 5.4 66 12 OAK DESTROYED 3.2 3.2 67 12 OAK DESTROYED 3.2 3.2 68 16 OAK DESTROYED 4.8 4.8 69 18 HICKORY DESTROYED 4.8 4.8 70 12 OAK DESTROYED 3.2 3.2 71 11 OAK DESTROYED 3.2 3.2 72 7 OAK DESTROYED 3.2 3.2 72 7 OAK DESTROYED 3.2 3.2 73 18 OAK DESTROYED 3.2 3.2 75 22 PINE SAVED 6 6 75 22 PINE SAVED 6.8 8 78 20 PINE SAVED 5.4 59 23 PINE SAVED 6 <					+	+	
66 12 OAK DESTROYED 3.2 3.2 67 12 OAK DESTROYED 3.2 3.2 68 16 OAK DESTROYED 4.8 4.8 69 18 HICKORY DESTROYED 4.8 4.8 70 12 OAK DESTROYED 3.2 3.2 71 11 OAK DESTROYED 3.2 3.2 72 7 OAK DESTROYED 2.4 2.4 73 18 OAK DESTROYED 4.8 4.8 74 11 OAK DESTROYED 4.8 4.8 74 11 OAK DESTROYED 4.8 4.8 75 22 PINE SAVED 4.8 4.8 75 22 PINE SAVED 5.4 77 25 PINE SAVED 6.8 78 20 PINE SAVED 5.4 5PECIMEN<					+	+	
67 12 OAK DESTROYED 3.2 3.2 68 16 OAK DESTROYED 4.8 4.8 69 18 HICKORY DESTROYED 4.8 4.8 70 12 OAK DESTROYED 3.2 3.2 71 11 OAK DESTROYED 3.2 3.2 72 7 OAK DESTROYED 3.2 3.2 73 18 OAK DESTROYED 4.8 4.8 74 11 OAK DESTROYED 4.8 4.8 75 22 PINE SAVED 5.4 75 22 PINE SAVED 5.4 76 20 PINE SAVED 5.4 77 25 PINE SAVED 5.4 78 20 PINE SAVED 5.4 5PECIMEN 80 30 POPLAR SAVED 6 5PECIMEN 81 43 <td></td> <td></td> <td></td> <td></td> <td>+</td> <td>•</td> <td></td>					+	•	
69 18 HICKORY DESTROYED 4.8 4.8 70 12 OAK DESTROYED 3.2 3.2 71 11 OAK DESTROYED 3.2 3.2 72 7 OAK DESTROYED 2.4 2.4 73 18 OAK DESTROYED 4.8 4.8 4.8 4.8 4.8 4.8 4.8 74 11 OAK DESTROYED 3.2 3.2 75 22 PINE SAVED 6 6 76 20 PINE SAVED 5.4 6.8 77 25 PINE SAVED 5.4 6.8 79 23 PINE SAVED 6 5.4 79 23 PINE SAVED 9.8 5PECIMEN 80 30 POPLAR SAVED 9.8 3EPECIMEN 81 43 POPLAR SAVED 8 8 22 QAK					DESTROYED		
70 12 OAK DESTROYED 3.2 3.2 71 11 OAK DESTROYED 3.2 3.2 72 7 OAK DESTROYED 2.4 2.4 73 18 OAK DESTROYED 2.4 2.4 74 11 OAK DESTROYED 3.2 3.2 75 22 PINE SAVED 6 76 20 PINE SAVED 5.4 77 25 PINE SAVED 6.8 78 20 PINE SAVED 6 SPECIMEN 80 30 POPLAR SAVED 6 SPECIMEN 81 43 POPLAR SAVED 9.8 SPECIMEN 81 43 POPLAR SAVED 6 83 27 OAK SAVED 8 SPECIMEN 81 43 POPLAR SAVED 8 SPECIMEN 85 34						-	
72 7 OAK DESTROYED 2.4 2.4 73 18 OAK DESTROYED 4.8 4.8 74 11 OAK DESTROYED 3.2 3.2 75 22 PINE SAVED 6 76 20 PINE SAVED 5.4 77 25 PINE SAVED 6.8 78 20 PINE SAVED 6.8 79 23 PINE SAVED 6 SPECIMEN 80 30 POPLAR SAVED 9.8 SPECIMEN 81 43 POPLAR SAVED 6 82 24 OAK SAVED 6 6 83 27 OAK SAVED 8 8 84 27 POPLAR SAVED 8 8 SPECIMEN 85 34 OAK SAVED 12.6 8 SPECIMEN 85 34		70			DESTROYED	3.2	3.2
73 18 OAK DESTROYED 4.8 4.8 74 11 OAK DESTROYED 3.2 3.2 75 22 PINE SAVED 6 76 20 PINE SAVED 5.4 77 25 PINE SAVED 5.4 78 20 PINE SAVED 5.4 79 23 PINE SAVED 6 SPECIMEN 80 30 POPLAR SAVED 9.8 SPECIMEN 81 43 POPLAR SAVED 9.8 SPECIMEN 81 43 POPLAR SAVED 6 83 27 OAK SAVED 8 84 27 POPLAR SAVED 8 SPECIMEN 85 34 OAK SAVED 8 84 27 POPLAR SAVED 12.6 86 25 PINE SAVED 6.8 <td< td=""><td></td><td></td><td></td><td></td><td>+</td><td></td><td></td></td<>					+		
75 22 PINE SAVED 6 76 20 PINE SAVED 5.4 77 25 PINE SAVED 6.8 78 20 PINE SAVED 5.4 79 23 PINE SAVED 6 SPECIMEN 80 30 POPLAR SAVED 9.8 SPECIMEN 81 43 POPLAR SAVED 6 82 24 OAK SAVED 6 83 27 OAK SAVED 8 84 27 POPLAR SAVED 8 SPECIMEN 85 34 OAK SAVED 8 SPECIMEN 85 34 OAK SAVED 12.6 86 25 PINE SAVED 6.8 87 26 PINE SAVED 6 89 23 OAK SAVED 6 90 26 PINE <t< td=""><td></td><td></td><td></td><td></td><td>+</td><td> </td><td></td></t<>					+	 	
76 20 PINE SAVED 5.4 77 25 PINE SAVED 6.8 78 20 PINE SAVED 5.4 79 23 PINE SAVED 6 SPECIMEN 80 30 POPLAR SAVED 9.8 SPECIMEN 81 43 POPLAR SAVED 6 82 24 OAK SAVED 6 83 27 OAK SAVED 8 84 27 POPLAR SAVED 8 SPECIMEN 85 34 OAK SAVED 8 SPECIMEN 85 34 OAK SAVED 6.8 87 26 PINE SAVED 7.4 88 22 PINE SAVED 6 89 23 OAK SAVED 6 90 26 PINE SAVED 7.4 SPECIMEN 91 40					+	3.2	
77 25 PINE SAVED 6.8 78 20 PINE SAVED 5.4 79 23 PINE SAVED 6 SPECIMEN 80 30 POPLAR SAVED 9.8 SPECIMEN 81 43 POPLAR SAVED 6 82 24 OAK SAVED 6 83 27 OAK SAVED 8 84 27 POPLAR SAVED 8 SPECIMEN 85 34 OAK SAVED 8 SPECIMEN 85 34 OAK SAVED 6.8 87 26 PINE SAVED 7.4 88 22 PINE SAVED 6 89 23 OAK SAVED 6 90 26 PINE SAVED 7.4 SPECIMEN 91 40 PINE SAVED 5.4 92 19							
79 23 PINE SAVED 6 SPECIMEN 80 30 POPLAR SAVED 9.8 SPECIMEN 81 43 POPLAR SAVED 6 82 24 OAK SAVED 8 83 27 OAK SAVED 8 84 27 POPLAR SAVED 8 SPECIMEN 85 34 OAK SAVED 12.6 86 25 PINE SAVED 6.8 87 26 PINE SAVED 7.4 88 22 PINE SAVED 6 89 23 OAK SAVED 7.4 SPECIMEN 91 40 PINE SAVED 7.4 SPECIMEN 91 40 PINE SAVED 5.4 93 22 PINE SAVED 5.4 93 22 PINE SAVED 5.4 SPECIMEN 9		77	25	PINE	SAVED		6.8
SPECIMEN 80 30 POPLAR SAVED 9.8 SPECIMEN 81 43 POPLAR SAVED 6 82 24 OAK SAVED 6 83 27 OAK SAVED 8 84 27 POPLAR SAVED 8 SPECIMEN 85 34 OAK SAVED 12.6 86 25 PINE SAVED 6.8 87 26 PINE SAVED 7.4 88 22 PINE SAVED 6 89 23 OAK SAVED 6 90 26 PINE SAVED 7.4 SPECIMEN 91 40 PINE SAVED 7.4 SPECIMEN 91 40 PINE SAVED 5.4 93 22 PINE SAVED 6 94 20 PINE SAVED 5.4 SPECIMEN 95<						-	
82 24 OAK SAVED 6 83 27 OAK SAVED 8 84 27 POPLAR SAVED 8 SPECIMEN 85 34 OAK SAVED 12.6 86 25 PINE SAVED 6.8 87 26 PINE SAVED 7.4 88 22 PINE SAVED 6 89 23 OAK SAVED 6 90 26 PINE SAVED 7.4 SPECIMEN 91 40 PINE SAVED 17.4 92 19 OAK SAVED 5.4 93 22 PINE SAVED 5.4 SPECIMEN 95 40 OAK SAVED 5.4 SPECIMEN 95 40 OAK SAVED 6 96 23 OAK SAVED 6 97 18 OAK S	SPECIMEN						
83 27 OAK SAVED 8 84 27 POPLAR SAVED 8 SPECIMEN 85 34 OAK SAVED 12.6 86 25 PINE SAVED 6.8 87 26 PINE SAVED 7.4 88 22 PINE SAVED 6 89 23 OAK SAVED 6 90 26 PINE SAVED 7.4 SPECIMEN 91 40 PINE SAVED 17.4 92 19 OAK SAVED 5.4 93 22 PINE SAVED 6 94 20 PINE SAVED 5.4 SPECIMEN 95 40 OAK SAVED 6 97 18 OAK SAVED 6 97 18 OAK SAVED 7.4 98 26 OAK SAVED 7.4	SPECIMEN				+		
84 27 POPLAR SAVED 8 SPECIMEN 85 34 OAK SAVED 12.6 86 25 PINE SAVED 6.8 87 26 PINE SAVED 7.4 88 22 PINE SAVED 6 89 23 OAK SAVED 6 90 26 PINE SAVED 7.4 SPECIMEN 91 40 PINE SAVED 17.4 92 19 OAK SAVED 5.4 93 22 PINE SAVED 5.4 SPECIMEN 95 40 OAK SAVED 5.4 SPECIMEN 95 40 OAK SAVED 6 97 18 OAK SAVED 4.8 98 26 OAK SAVED 7.4 99 28 OAK SAVED 8.6					+		
86 25 PINE SAVED 6.8 87 26 PINE SAVED 7.4 88 22 PINE SAVED 6 89 23 OAK SAVED 6 90 26 PINE SAVED 7.4 SPECIMEN 91 40 PINE SAVED 17.4 92 19 OAK SAVED 5.4 93 22 PINE SAVED 6 94 20 PINE SAVED 5.4 SPECIMEN 95 40 OAK SAVED 17.4 96 23 OAK SAVED 6 97 18 OAK SAVED 4.8 98 26 OAK SAVED 7.4 99 28 OAK SAVED 8.6		84	27	POPLAR	SAVED		8
87 26 PINE SAVED 7.4 88 22 PINE SAVED 6 89 23 OAK SAVED 6 90 26 PINE SAVED 7.4 SPECIMEN 91 40 PINE SAVED 17.4 92 19 OAK SAVED 5.4 93 22 PINE SAVED 6 94 20 PINE SAVED 5.4 SPECIMEN 95 40 OAK SAVED 17.4 96 23 OAK SAVED 6 97 18 OAK SAVED 4.8 98 26 OAK SAVED 7.4 99 28 OAK SAVED 8.6	SPECIMEN				+		
89 23 OAK SAVED 6 90 26 PINE SAVED 7.4 SPECIMEN 91 40 PINE SAVED 17.4 92 19 OAK SAVED 5.4 93 22 PINE SAVED 6 94 20 PINE SAVED 5.4 SPECIMEN 95 40 OAK SAVED 17.4 96 23 OAK SAVED 6 97 18 OAK SAVED 4.8 98 26 OAK SAVED 7.4 99 28 OAK SAVED 8.6							
90 26 PINE SAVED 7.4 SPECIMEN 91 40 PINE SAVED 17.4 92 19 OAK SAVED 5.4 93 22 PINE SAVED 6 94 20 PINE SAVED 5.4 SPECIMEN 95 40 OAK SAVED 17.4 96 23 OAK SAVED 6 97 18 OAK SAVED 4.8 98 26 OAK SAVED 7.4 99 28 OAK SAVED 8.6					+		
SPECIMEN 91 40 PINE SAVED 17.4 92 19 OAK SAVED 5.4 93 22 PINE SAVED 6 94 20 PINE SAVED 5.4 SPECIMEN 95 40 OAK SAVED 17.4 96 23 OAK SAVED 6 97 18 OAK SAVED 4.8 98 26 OAK SAVED 7.4 99 28 OAK SAVED 8.6					+		
93 22 PINE SAVED 6 94 20 PINE SAVED 5.4 SPECIMEN 95 40 OAK SAVED 17.4 96 23 OAK SAVED 6 97 18 OAK SAVED 4.8 98 26 OAK SAVED 7.4 99 28 OAK SAVED 8.6	SPECIMEN	91	40	PINE	SAVED		17.4
94 20 PINE SAVED 5.4 SPECIMEN 95 40 OAK SAVED 17.4 96 23 OAK SAVED 6 97 18 OAK SAVED 4.8 98 26 OAK SAVED 7.4 99 28 OAK SAVED 8.6					+		
96 23 OAK SAVED 6 97 18 OAK SAVED 4.8 98 26 OAK SAVED 7.4 99 28 OAK SAVED 8.6					+		
97 18 OAK SAVED 4.8 98 26 OAK SAVED 7.4 99 28 OAK SAVED 8.6	SPECIMEN						
98 26 OAK SAVED 7.4 99 28 OAK SAVED 8.6							
		98	26	OAK	SAVED		7.4
I I I I I I I I I I I I I I I I I I I		99 100	28 19	OAK PINE	SAVED SAVED		8.6 5.4

PECIMEN	101 102	36 26	PINE PINE	SAVED SAVED	14.2 7.4	201	21 24	OAK OAK	SAVED SAVED	5
PECIMEN	103	38	PINE	SAVED	15.8	203	19	OAK	SAVED	5
	104	19	PINE	SAVED	5.4	204	20	OAK	SAVED	5
PECIMEN	105 106	18 38	OAK POPLAR	SAVED SAVED	4.8 15.8	205	22	OAK OAK	SAVED SAVED	
	107	24	PINE	SAVED	6	207	18	OAK	SAVED	
	108 109	20	PINE	SAVED	5.4	208	25	OAK	SAVED	1
	110	22 20	PINE PINE	SAVED SAVED	5.4	209	22 19	OAK OAK	SAVED SAVED	
	111	21	PINE	SAVED	5.4	211	18	OAK	SAVED	
	112 113	18 20	OAK PINE	SAVED SAVED	4.8 5.4	212	19 21	OAK OAK	SAVED SAVED	
	114	24	OAK	SAVED	6	214	18	POPLAR	SAVED	
	115	23	PINE	SAVED	6	215	23	POPLAR	SAVED	
	116 117	24 19	PINE PINE	SAVED SAVED	5.4	216 217	20 18	OAK OAK	SAVED SAVED	
	118	20	PINE	SAVED	5.4	218	28	OAK	SAVED	:
	119	24	PINE	SAVED	6	219	18	OAK	SAVED	
	120 121	26 28	SWEETGUM OAK	SAVED SAVED	7.4 8.6	220 221	24 22	OAK SWEETGUM	SAVED SAVED	
	122	22	OAK	SAVED	6	222	27	OAK	SAVED	
PECIMEN	123 124	31 18	OAK OAK	SAVED SAVED	10.4	223 224	25 25	OAK OAK	SAVED SAVED	(
PECIMEN	125	31	OAK	SAVED	10.4	225	26	OAK	SAVED	-
	126	29	OAK	SAVED	9.2	226	25	OAK	SAVED	
PECIMEN PECIMEN	127 128	35 30	OAK OAK	SAVED SAVED	9.8	227	28 26	POPLAR OAK	SAVED SAVED	-
PECIIVIEN	129	27	OAK	SAVED	8	229	20	OAK	SAVED	
	130	18	OAK	SAVED	4.8	230	19	PINE	SAVED	!
PECIMEN	131 132	32	OAK PINE	SAVED SAVED	11.2 5.4	231 232	18 20	PINE PINE	SAVED SAVED	
	132	19 20	PINE	SAVED SAVED	5.4	232	18	PINE	SAVED	2
	134	20	PINE	SAVED	5.4	234	18	PINE	SAVED	
PECIMEN	135 136	37 20	OAK PINE	SAVED SAVED	15 5.4	SPECIMEN 235 236	43 23	OAK OAK	SAVED SAVED	2
	135	18	PINE	SAVED	4.8	237	18	PINE	SAVED	
NE 011	138	29	OAK	SAVED	9.2	238	19	OAK	SAVED	
PECIMEN	139 140	33 18	OAK OAK	SAVED SAVED	11.8	239 240	18 18	PINE POPLAR	SAVED SAVED	
	141	23	OAK	SAVED	6	241	22	OAK	SAVED	
	142	26	OAK	SAVED	7.4	242	22	OAK	SAVED	
	143 144	18 18	PINE PINE	SAVED SAVED	4.8	243 244	18 18	PINE OAK	SAVED SAVED	
	145	22	OAK	SAVED	6	245	22	OAK	SAVED	
	146	20	OAK	SAVED	5.4	246 247	19 18	OAK OAK	SAVED SAVED	
	147 148	21 19	OAK OAK	SAVED SAVED	5.4 5.4	248	18	PINE	SAVED	
	149	18	OAK	SAVED	4.8	249	26	OAK	SAVED	
	150 151	18 19	OAK OAK	SAVED SAVED	4.8 5.4	250 251	18 20	PINE PINE	SAVED SAVED	
	152	22	OAK	SAVED	6	252	21	PINE	SAVED	
	153	18	PINE	SAVED	4.8	253	24	OAK	SAVED	
	154 155	18 20	OAK OAK	SAVED SAVED	4.8 5.4	SPECIMEN 254 255	32 23	OAK OAK	SAVED SAVED	1
	156	20	PINE	SAVED	5.4	256	20	PINE	SAVED	
	157	21	OAK	SAVED	5.4	257 258	18 18	PINE SWEETGUM	SAVED SAVED	
	158 159	23 26	OAK OAK	SAVED SAVED	7.4	259	22	PINE	SAVED	•
	160	24	OAK	SAVED	6	260	24	OAK	SAVED	
	161 162	20 27	PINE OAK	SAVED SAVED	5.4 8	261 262	19 20	OAK PINE	SAVED SAVED	
	163	24	POPLAR	SAVED	6	263	18	PINE	SAVED	
PECIMEN	164	32	OAK	SAVED	11.2	264	22	OAK	SAVED	
	165 166	18 18	OAK OAK	SAVED SAVED	4.8	265 266	24 18	OAK OAK	SAVED SAVED	
	167	19	OAK	SAVED	5.4	267	19	OAK	SAVED	
	168	18	OAK	SAVED	4.8	268 269	18	PINE MADLE	SAVED	
	169 170	18 18	OAK OAK	SAVED SAVED	4.8	269	22 20	MAPLE PINE	SAVED SAVED	
PECIMEN	171	43	OAK	SAVED	20.2	271	18	PINE	SAVED	
	172	26	POPLAR	SAVED	7.4	272 273	20 20	POPLAR	SAVED	
	173 174	26 19	OAK POPLAR	SAVED SAVED	7.4 5.4	273	25	PINE PINE	SAVED SAVED	
	175	23	OAK	SAVED	6	275	19	OAK	SAVED	
	176	22	OAK	SAVED	6	276 277	18 24	MAPLE OAK	SAVED SAVED	
	177 178	21 23	OAK OAK	SAVED SAVED	5.4	277	23	PINE	SAVED	
	179	28	POPLAR	SAVED	8.6	279	18	PINE	SAVED	,
	180	28	OAK	SAVED	8.6	280 281	18 18	PINE PINE	SAVED SAVED	
PECIMEN	181 182	25 37	OAK OAK	SAVED SAVED	6.8	282	23	PINE	SAVED	
	183	20	OAK	SAVED	5.4	283	19	OAK	SAVED	
PECIMEN	184 185	28 43	POPLAR OAK	SAVED SAVED	8.6 20.2	284 285	18 19	OAK PINE	SAVED SAVED	
. Z SHYILIY	186	29	OAK	SAVED	9.2	286	20	OAK	SAVED	
	187	18	OAK	SAVED	4.8	287	20	OAK	SAVED	
	188 189	26 25	PINE SWEETGUM	SAVED SAVED	7.4 6.8	288 289	20 18	OAK OAK	SAVED SAVED	
PECIMEN	190	30	OAK	SAVED	9.8	290	25	OAK	SAVED	
	191	20	PINE	SAVED	5.4	291	27	OAK	SAVED	
	192 193	29 26	OAK OAK	SAVED SAVED	9.2	292 293	20 21	OAK OAK	SAVED SAVED	
	194	18	OAK	SAVED	4.8	294	20	OAK	SAVED	
PECIMEN	195	30	OAK	SAVED	9.8	295 296	18 18	OAK OAK	SAVED SAVED	
	196 197	27 28	OAK OAK	SAVED SAVED	8.6	296	18	OAK	SAVED	
	198	18	OAK	SAVED	4.8	298	19	PINE	SAVED	
PECIMEN	199	68	OAK	SAVED	40	299 300	18 22	OAK OAK	SAVED SAVED	
	200	19	OAK	SAVED	5.4			OAK	JAVED	

	301	18	OAK	SAVED	4.8
CDECIMATA	302	19	OAK	SAVED	5.4
SPECIMEN	303	34	OAK OAK	SAVED	12.6
	304 305	25 25	OAK	SAVED SAVED	6.8
	306	20	OAK	SAVED	5.4
	307	21	OAK	SAVED	5.4
	308	24	OAK	SAVED	6
	309	18	OAK	SAVED	4.8
	310	23	OAK	SAVED	6
	311	25	OAK	SAVED	6.8
	312	20	OAK	SAVED	5.4
	313	18	OAK	SAVED	4.8
	314	20	OAK	SAVED	5.4
	315	20	POPLAR	SAVED	5.4
	316 317	23	SWEETGUM PINE	SAVED SAVED	6
	318	19	PINE	SAVED	5.4
	319	19	PINE	SAVED	5.4
	320	18	PINE	SAVED	4.8
	321	20	PINE	SAVED	5.4
	322	18	PINE	SAVED	4.8
	323	18	PINE	SAVED	4.8
	324	22	PINE	SAVED	6
	325	20	PINE	SAVED	5.4
	326	19	PINE	SAVED	5.4
	327	18	OAK	SAVED	4.8
	328	18	PINE	SAVED	4.8
	329 330	23	PINE OAK	SAVED SAVED	6
	331	28	OAK	SAVED	8.6
	332	29	OAK	SAVED	9.2
	333	21	PINE	SAVED	6
	334	24	PINE	SAVED	6
	335	18	SWEETGUM	SAVED	4.8
	336	19	SWEETGUM	SAVED	5.4
	337	19	SWEETGUM	SAVED	5.4
	338	19	SWEETGUM	SAVED	5.4
	339	18	PINE	SAVED	4.8
	340	23	PINE	SAVED	6
	341 342	18 29	PINE	SAVED SAVED	9.2
	343	29	SWEETGUM PINE	SAVED	5.4
	344	24	PINE	SAVED	6
	345	18	PINE	SAVED	4.8
	346	18	PINE	SAVED	4.8
SPECIMEN	347	30	OAK	SAVED	9.8
SPECIMEN	348	57	OAK	SAVED	31
	349	20	PINE	SAVED	5.4
	350	20	PINE	SAVED	5.4
	351	18	PINE	SAVED	4.8
	352	21	PINE	SAVED	5.4
+	353 354	18 26	PINE PINE	SAVED SAVED	7.4
	355	21	OAK	SAVED	5.4
	356	20	PINE	SAVED	5.4
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	360	22	PINE	SAVED	6
	361	22	PINE	SAVED	6
	362	28	PINE	SAVED	8.6
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	364	19	PINE	SAVED	5.4
SDECIMAEN	365 366	18 31	PINE	SAVED SAVED	4.8
SPECIMEN	367	21	OAK PINE	SAVED	10.4 5.4
	368	21	PINE	SAVED	5.4
+	369	22	OAK	SAVED	6
	370	19	OAK	SAVED	5.4
	371	16	SWEETGUM	SAVED	4.8
	372	11	PINE	SAVED	3.2
	373	10	PINE	SAVED	3.2
	374	14	PINE	SAVED	4
	375	11	PINE	SAVED	3.2
	376	19	PINE	SAVED	5.4

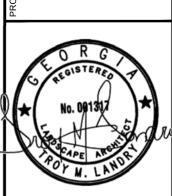
TREE #	DBH	SPECIES	STATUS
B1	26	OAK	SAVED
B2	26	OAK	SAVED
В3	28	OAK	SAVED
B4	18	MAPLE	SAVED
B5	18	MAPLE	SAVED
В6	14	PINE	SAVED
B7	12	PINE	SAVED
B8	13	PINE	SAVED
В9	12	PINE	SAVED
B10	8	PINE	SAVED
B11	11	PINE	SAVED
B12	9	PINE	SAVED
B13	12	PINE	SAVED
B14	8	PINE	SAVED
B15	13	PINE	SAVED
B16	13	OAK	DESTROYED
B17	22	OAK	DESTROYED
B18	23	OAK	DESTROYED
B19	13	OAK	DESTROYED
B20	15	OAK	DESTROYED
B21	18	OAK	DESTROYED
B22	20	OAK	DESTROYED
B23	23	OAK	DESTROYED
B24	20	OAK	DESTROYED
B25	11	OAK	DESTROYED
B26	20	OAK	DESTROYED
B27	17	OAK	DESTROYED
B28	15	OAK	DESTROYED
B29	16	OAK	DESTROYED

E 580

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ALPARETTA, GEORGIA 30009
ALPARETTA, GEORGIA 30009
ALPARETTA, GEORGIA 30009

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

NORTH DEKALB MALL
REDEVELOPMENT
2050 LAWRENCEVILLE HWY, DECATUR, GA 30033



GSWCC NO. (LEVEL II) 00000XXXXX

DRAWN BY CLH

DESIGNED BY CLH

REVIEWED BY TML

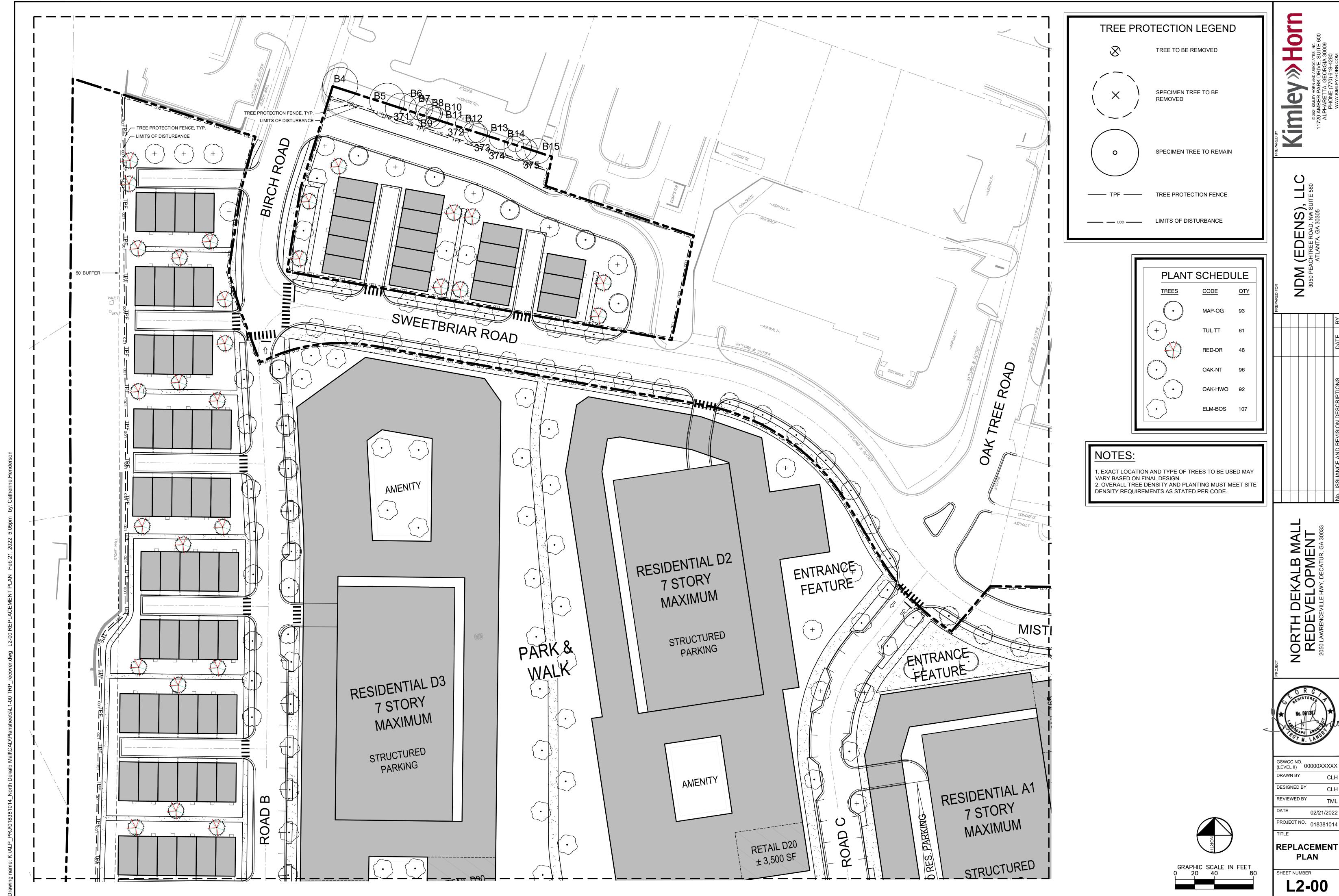
DATE 02/21/2022
PROJECT NO. 018381014

TLE 018

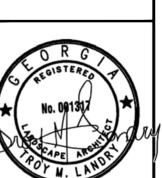
TREE INFORMATION

SHEET NUMBER

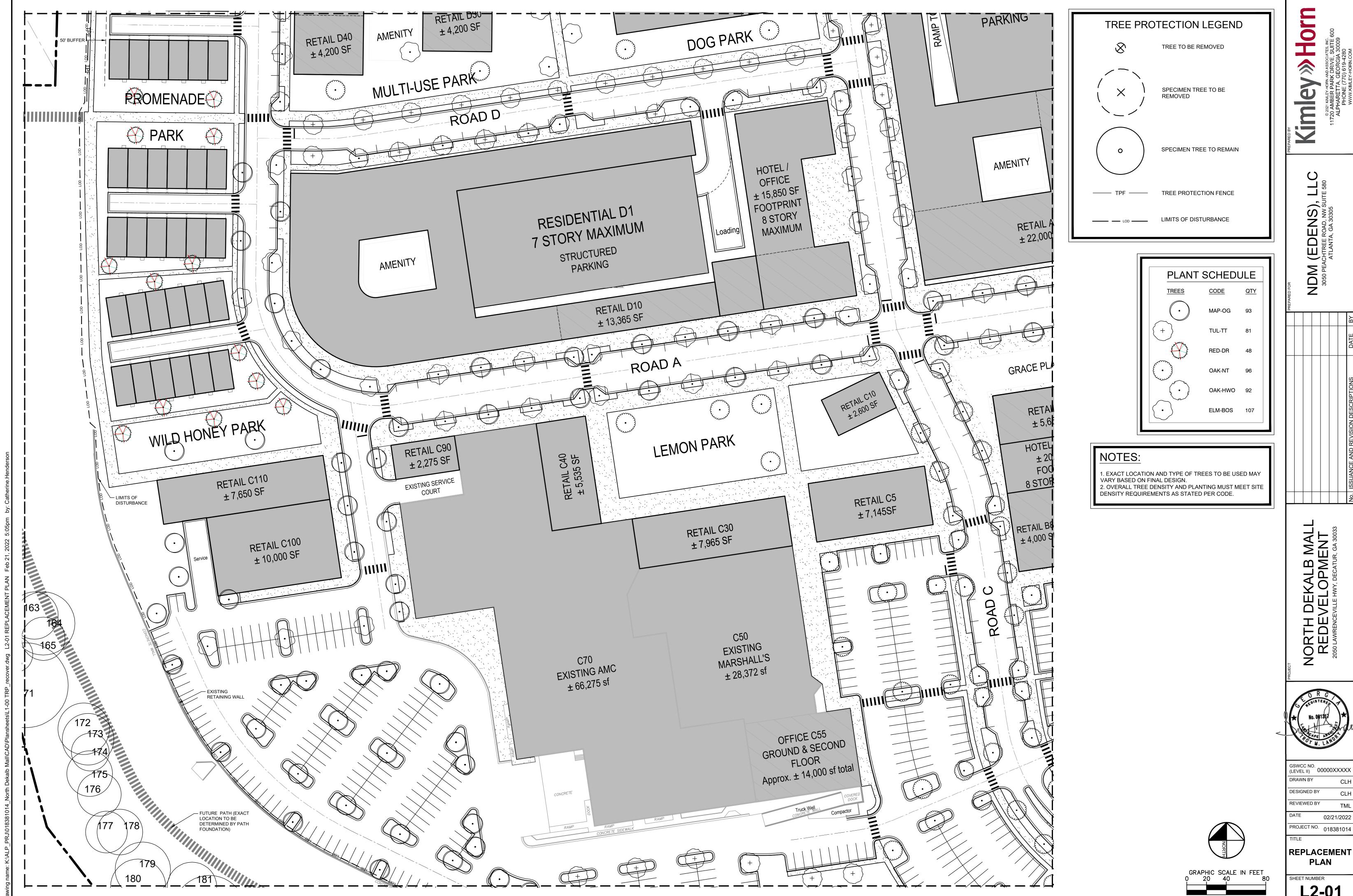
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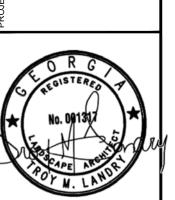
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DESIGNED BY	CLH
REVIEWED BY	TML
DATE	02/21/2022
PROJECT NO.	040004044



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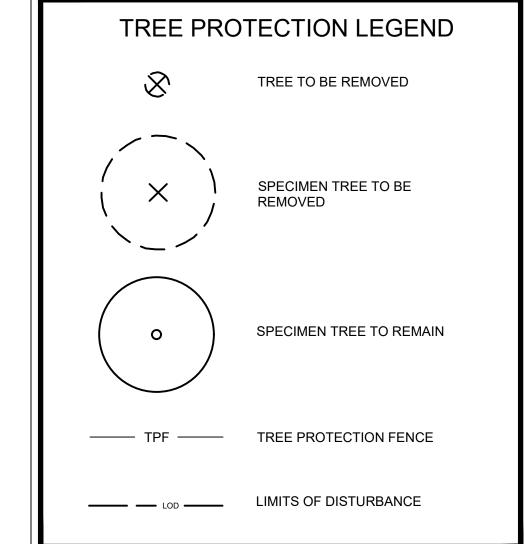
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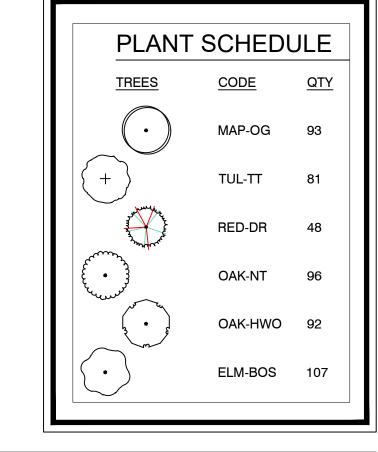
REPLACEMENT

L2-01



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1. EXACT LOCATION AND TYPE OF TREES TO BE USED MAY

VARY BASED ON FINAL DESIGN.

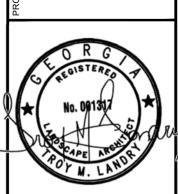
2. OVERALL TREE DENSITY AND PLANTING MUST MEET SITE DENSITY REQUIREMENTS AS STATED PER CODE.

NORTH DEKALB MALI REDEVELOPMENT 2050 LAWRENCEVILLE HWY, DECATUR, GA 30033

Orn

LLC TE 580

NDM (EDENS), I 3050 PEACHTREE ROAD, NW SUITI ATLANTA, GA 30305

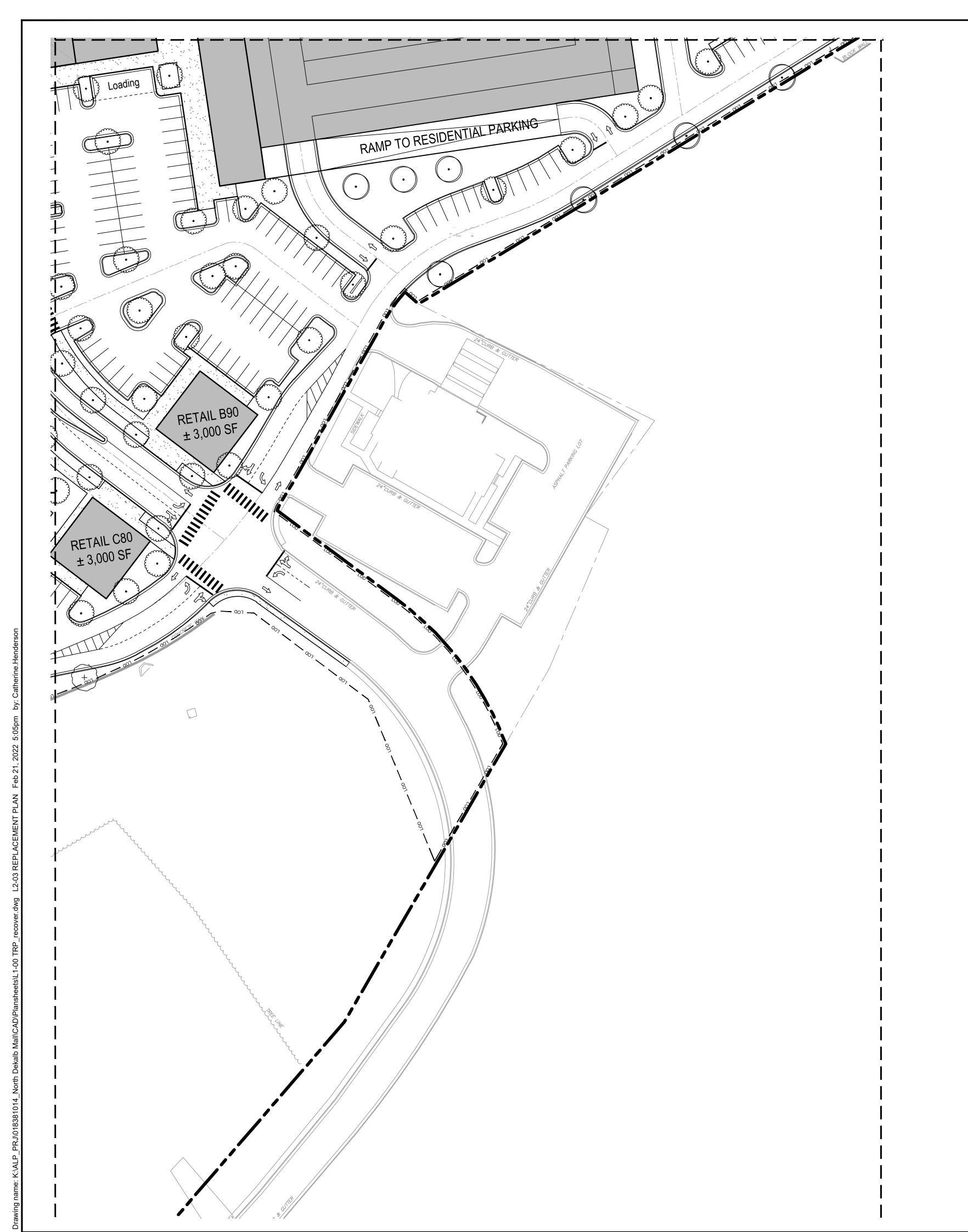


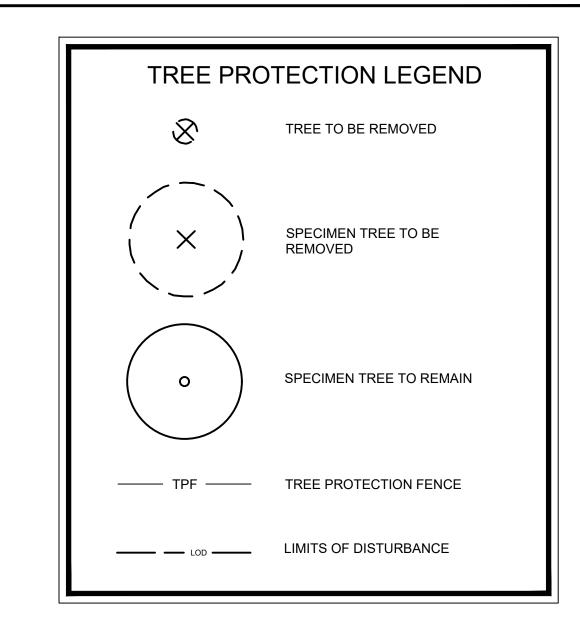
GSWCC NO. (LEVEL II) 00000XXXXX DESIGNED BY REVIEWED BY

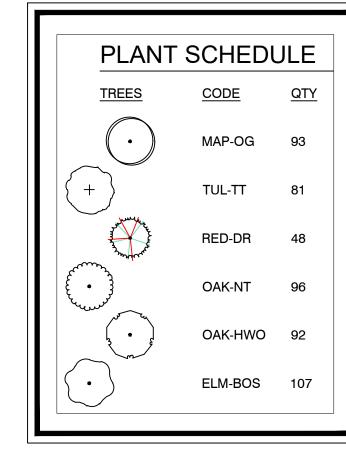
02/21/2022 PROJECT NO. 018381014

REPLACEMENT PLAN

L2-02







NOTES:

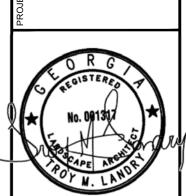
1. EXACT LOCATION AND TYPE OF TREES TO BE USED MAY

VARY BASED ON FINAL DESIGN.

2. OVERALL TREE DENSITY AND PLANTING MUST MEET SITE DENSITY REQUIREMENTS AS STATED PER CODE.

Or

NDM (EDENS), I 3050 PEACHTREE ROAD, NW SUIT ATLANTA, GA 30305

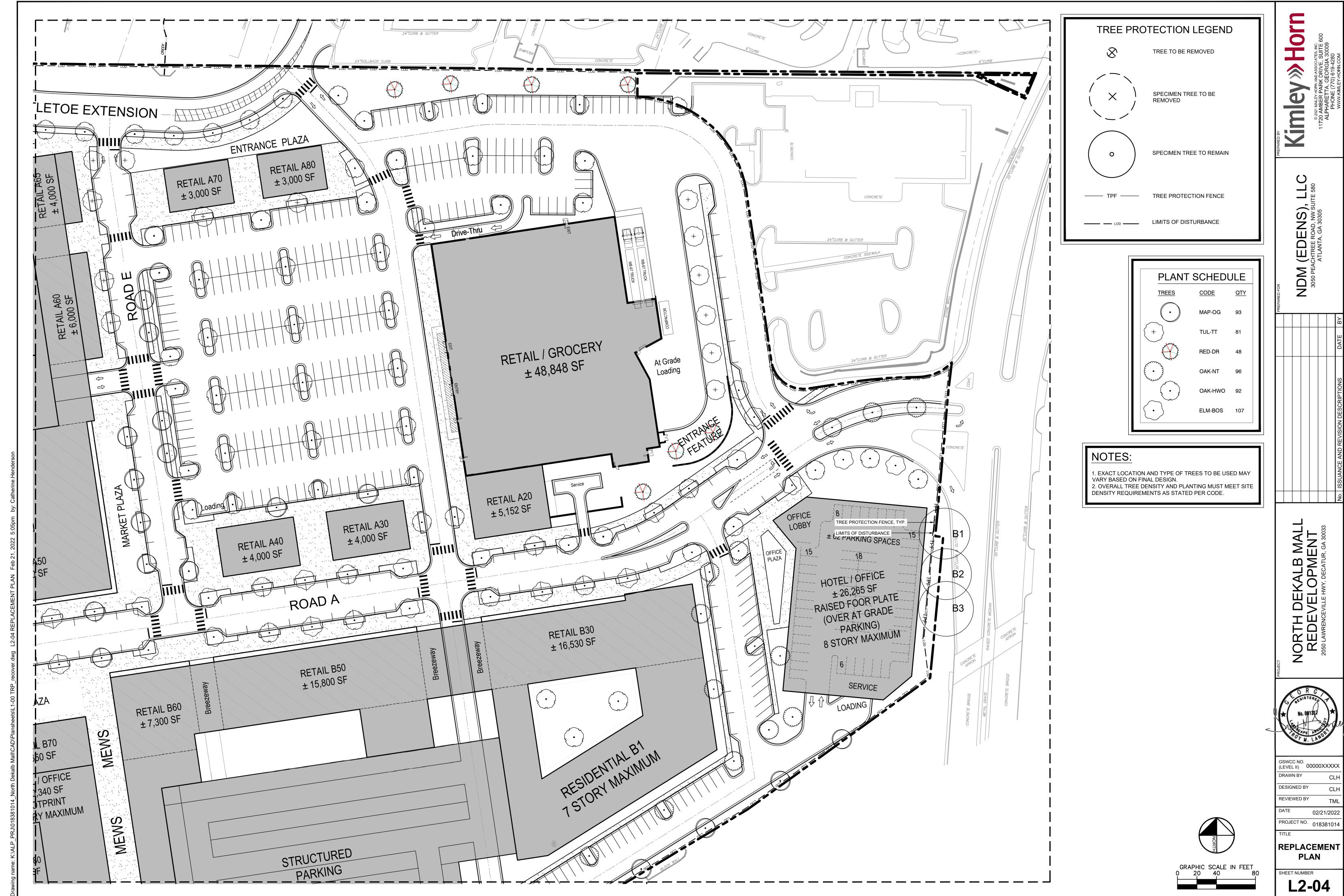


GSWCC NO. (LEVEL II) 00000XXXXX DESIGNED BY REVIEWED BY 02/21/2022 PROJECT NO. 018381014

REPLACEMENT PLAN

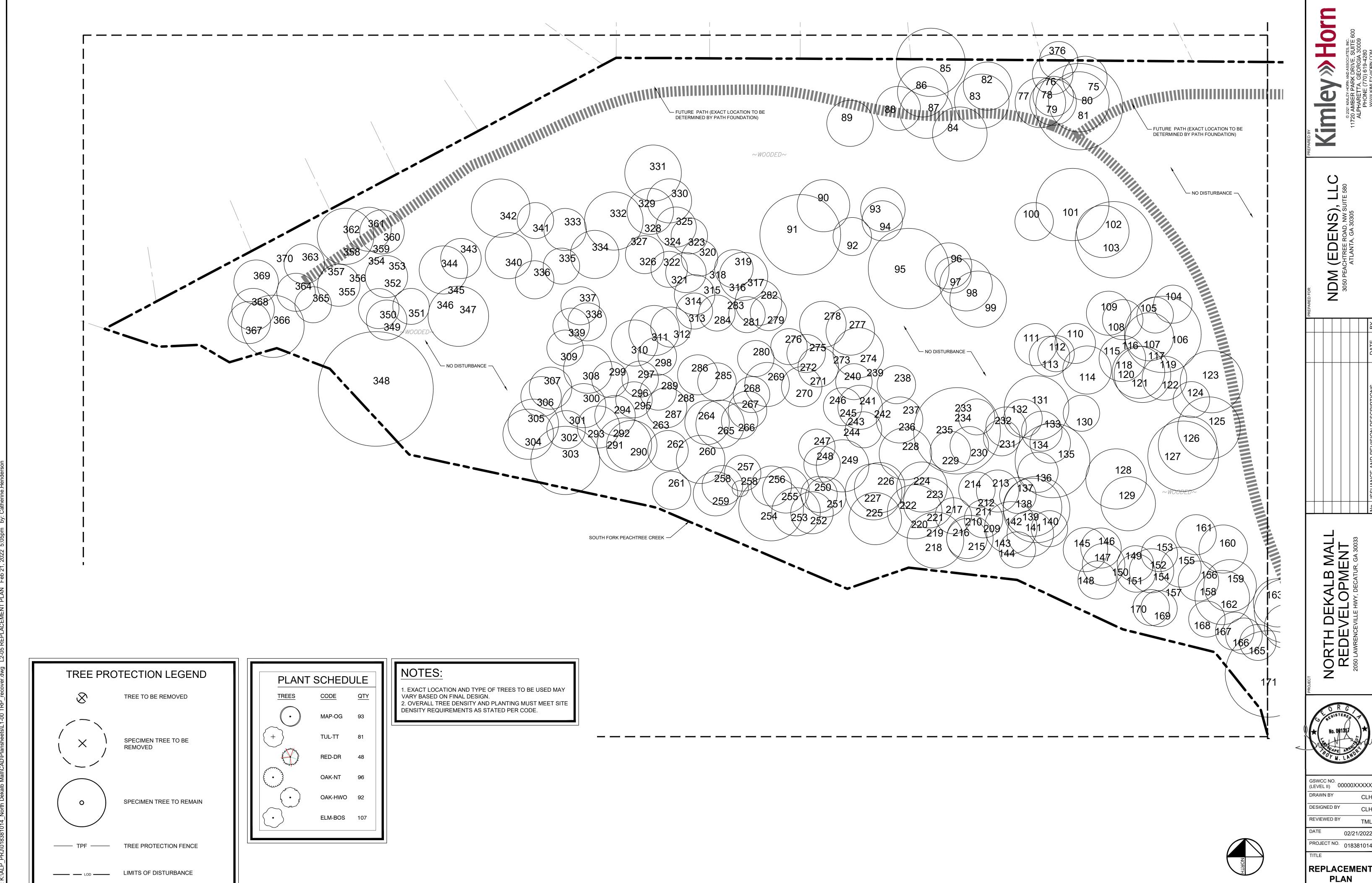
SHEET NUMBER

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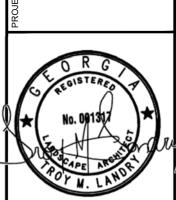


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ORTH REDE



(LEVEL II) 00000XXXXX

02/21/2022 PROJECT NO. 018381014

SHEET NUMBER L2-05

- ALL PLANT MATERIAL MUST MEET THE MINIMUM STANDARDS AS PROVIDED IN THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1) TREES MUST BE FREE OF INJURY, PESTS, DISEASE, NUTRITIONAL DISORDERS OR ROOT DEFECTS AND MUST BE IN GOOD VIGOR TO ASSURE A REASONABLE EXPECTATION OF SURVIVAL. STANDARDS FOR TRANSPLANTING SHALL BE IN KEEPING WITH THOSE ESTABLISHED IN THE INTERNATIONAL SOCIETY OF ARBORICULTURE PUBLICATION TREE AND SHRUB PLANTING MANUAL OR A SIMILAR
- ALL PLANTS SHALL BE HEALTHY, VIGOROUS MATERIAL AND FREE OF PESTS AND DISEASE. ALL PLANTS MUST BE CONTAINER GROWN OR BALLED AND BURLAPPED AS INDICATED IN THE
- ALL PLANT MATERIAL QUANTITIES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL BE
- RESPONSIBLE FOR COMPLETE COVERAGE OF ALL PLANTING BEDS AT SPACING SHOWN . ALL PLANTS ARE SUBJECT TO APPROVAL OF THE OWNER BEFORE, DURING AND AFTER
- INSTALLATION ALL PLANTING BEDS ARE TO BE COMPLETELY COVERED WITH SHREDDED HARDWOOD MULCH AT A MINIMUM OF 3 INCHES. THE MULCH SHALL BE FREE FROM MOLD, STICKS, CONES, WEEDS AND OTHER DEBRIS. COMPACTION OF THE MULCH SHALL OCCUR NATURALLY OVER A TWO WEEK PERIOD DURING WHICH AT LEAST ONE SIGNIFICANT RAINFALL HAS OCCURRED. ADDITIONAL MULCH SHALL BE PLACED IN ORDER TO MAINTAIN THE MINIMUM DEPTH UNTIL
- DATE OF FINAL ACCEPTANCE. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES AND 811 TO HAVE THE LOCATIONS OF THEIR UNDERGROUND UTILITIES MARKED PRIOR TO BEGINNING WORK. CAUTION SHALL BE EXERCISED TO AVOID INTERRUPTION OF SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR REPAIR OF ALL EXISTING UTILITIES DAMAGED DURING CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR FULLY MAINTAINING ALL PLANTING UNTIL THE WORK IS ACCEPTED BY THE OWNER. MAINTENANCE INCLUDES BUT IS NOT LIMITED TO: WATERING, SPRAYING, MULCHING, FERTILIZING.
- THE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE YEAR BEGINNING AT THE DATE OF FINAL ACCEPTANCE. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS BEFORE THE END OF THE GUARANTEE PERIOD (AS PER DIRECTION FROM
- THE OWNER) ANY PLANT MATERIAL THAT DIES, TURNS BROWN, OR DEFOLIATES PRIOR TO FINAL ACCEPTANCE SHALL BE REMOVED AND REPLACED WITH MATERIAL OF THE SAME SPECIES,
- QUANTITY AND SIZE AT NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR SHALL SUPPLY ALL PLANTING MIX: 50% ORGANIC SOIL ADDITIVES AND 50% TOPSOIL.
- THE AREA TO BE PLANTED SHALL BE SPRAYED WITH HERBICIDE ONE WEEK PRIOR TO TILLING AND PLANTING. ALL EXISTING TURF AND VEGETATION SHALL BE STRIPPED AND REMOVED
- PRIOR TO THE INSTALLATION OF ANY TURF OR PLANT MATERIAL. CONTRACTOR TO VERIFY THAT PLANTING LOCATIONS DO NOT CONFLICT WITH EXISTING UTILITIES, STRUCTURES, EASEMENTS OR DRAINAGE PATTERNS.
- CONTRACTOR TO REFER TO THE EROSION CONTROL PLANS FOR ALL TEMPORARY AND PERMANENT SEEDING AREAS.
- THE QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE SOLELY FOR THE INFORMATION OF THE CONTRACTOR. THE CONTRACTOR SHALL VERIFY THE QUANTITIES SHOWN IN THE PLANT SCHEDULE WITH THE QUANTITIES SHOWN ON THE PLANTING PLAN. ALL DIFFERENCES IN THE QUANTITIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR CLARIFICATION. CONTRACTOR IS RESPONSIBLE TO INSTALL THE PLANT MATERIAL QUANTITIES THAT ARE SHOWN IN THE LANDSCAPE PLANS.
- THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE SITE (INCLUDING, BUT NOT LIMITED TO WEEDING, WATERING, SPRAYING, MULCHING, FERTILIZING, ETC...) OF PLANTING AREAS AND LAWN AREAS UNTIL THE WORK IS ACCEPTED IN TOTAL BY THE LANDSCAPE ARCHITECT AND THE OWNER. THE CONTRACTOR IS RESPONSIBLE FOR THE FULL WARRANTY OF ALL THE PLANT MATERIAL UNTIL FINAL ACCEPTANCE.
- ALL SLOPES THAT ALL GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL FABRIC PRIOR TO PLANTING. EROSION CONTROL FABRIC SHALL BE OF THE TYPE THAT DECOMPOSES AFTER 18 MONTHS TO 2 YEARS.
- THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT, AT ANY TIME UNTIL THE END OF THE GUARANTEE PERIOD, ANY AND/OR ALL PLANT MATERIAL THAT DOES NOT MEET THE SPECIFICATIONS AS SET FORTH HERIN AND IN THE PLANT SCHEDULE.

IRRIGATION PERFORMANCE SPECIFICATION:

PLANT SCHEDULE

TUL-TT

OAK-NT

OAK-HWO

107

CONTRACTOR SHALL PROVIDE A FULLY AUTOMATED IRRIGATION SYSTEM WHICH SHALL SUPPLY FULL COVERAGE IRRIGATION FOR ALL PLANTING AREAS. TREES, SHRUBS AND GROUNDCOVERS SHALL BE WATERED BY MEANS OF DRIP IRRIGATION LINE ON DEDICATED ZONES WITH SIMILAR PLANTING MATERIAL SPECIES AND WATERING REQUIREMENTS. ALL POTS SHALL HAVE A FLEX IRRIGATION LINE RUN UP THE BACK SIDE TO PROVIDE A DRIP LINE FOR POTTED PLANTINGS. IRRIGATION SHALL BE PROVIDED TO THE ROOF TERRACE. THE SYSTEM SHALL INCLUDE AN EVAPOTRANSPIRATION (ET) / RAIN-FREEZE SENSOR. FINAL LOCATION OF CONTROLLER AND LOCATION OF SLEEVING AND CONDUIT TO BE DETERMINED PRIOR TO PAVING INSTALLATION AND TO BE APPROVED BY OWNER / OWNER'S REPRESENTATIVE. AS-BUILT PLANS AND OPERATIONS MANUALS TO BE SUPPLIED TO THE OWNER UPON ACCEPTANCE OF THE INSTALLATION. SYSTEM SHALL MEET THE MORE STRINGENT OF EITHER LOCAL JURISDICTIONAL REQUIREMENTS OR ESTABLISHED INDUSTRY STANDARD.

BOTANICAL NAME

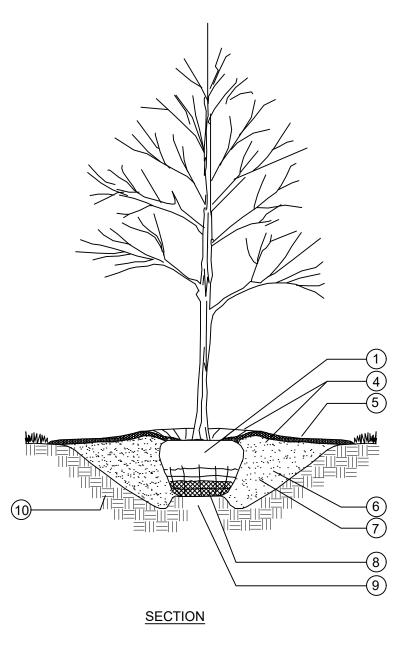
LIRIODENDRON TULIPIFERA

QUERCUS NUTTALLII

METASEQUOIA GLYPTOSTROBOIDES

QUERCUS PHELLOS `HIGHTOWER`

ULMUS PARVIFOLIA `BOSQUE`



1. THIS DETAIL IS APPLICABLE FOR SOIL AND ROOTBALL INSTALLATION.

1 ROOTBALL: -IN ENGINEERED WELL DRAINED SOIL CONDITIONS: SET TOP SURFACE ELEVATION OF ROOTBALL 2" ABOVE FINAL EXISTING GRADE.

2 SHRUB PLANTING

3 GROUNDCOVER PLANTING

4 EARTHEN SAUCER

5 3" MULCH LAYER OR GRAVEL -MULCH OR GRAVEL SHALL NOT BE PLACED WITHIN 6" OF TREE TRUNK ROOT -MULCH OR GRAVEL SHALL NOT BE PLACE WITHIN 6" OF SHRUB TRUNK OR STEM FLARE

EXCAVATE PLANTING PIT TO 3 TIMES THE WIDTH OF ROOTBALL (8' MIN.) FLARING SIDES OF PIT AS SHOWN. SCARIFY SIDES OF PIT SO THAT THE SIDES ARE NOT SMOOTH OR GLAZED.

SHRUB: EXCAVATE PIT TO 2 TIMES THE WIDTH OF ROOTBALL OR CONTAINER SCARIFY SIDES OF PIT SO THAT SIDES ARE NOT SMOOTH/GLAZED

7 BACKFILL WITH SOIL MIX PER SPECIFICATIONS

8 REMOVE TOP 3/4 OF BURLAP ROOTBALL COVERING. REMOVE ALL SYNTHETIC COVERING FROM ENTIRE ROOTBALL.

9 ROOTBALLS GREATER THAN 24" DIAMETER SHALL BE PLACED ON MOUND OF UNDISTURBED SOIL TO PREVENT SETTLING ROOTBALLS SMALLER THAN 24" IN DIA. MAY SIT ON COMPACTED EARTH. NOT LOOSE BACKFILL MATERIAL.

UNIT VALUE

46.5

<u>53.5</u>

258.5

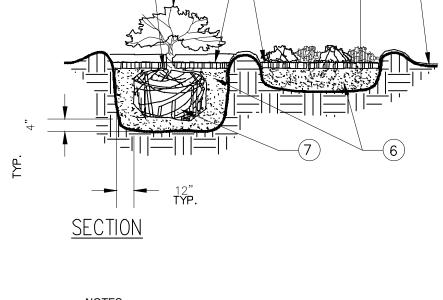
10 UNDISTURBED SUBGRADE



REMARKS

STRAIGHT TRUNK, FULL HEAD

STRAIGHT TRUNK, FULL HEAD 40.5



BEST FACE OF SHRUB

REFER TO PLANT

GROUNDCOVER TO FACE-

FRONT OF PLANTING BED.

SCHEDULE FOR SPACING

1. TOP OF SHRUB ROOTBALLS TO BE PLANTED 1" - 2" HIGH WITH SOIL MOUNDING UP TO THE TOP OF

2. WHEN USED IN MASSES- PRUNE ALL SHRUBS TO ACHIEVE A UNIFORM

MASS/HEIGHT 3. 3" MINIMUM OF HARDWOOD BARK

MULCH COMPACTED OR AS SPECIFIED. 4. EXCAVATE ENTIRE BED SPECIFIED FOR

GROUNDCOVER BED.

5. 5" MINIMUM OF TOPSOIL TO BRING TO FINISHED GRADE (SEE GRADING PLAN).

6. PREPARED PLANTING SOIL AS SPECIFIED. <u>NOTE:</u> WHEN GROUND—COVERS AND SHRUBS USED IN MASSES ENTIRE BED TO BE AMENDED WITH PLANTING SOIL MIX AS SPECIFIED.

7. SCARIFY ROOTBALL SIDES AND

1. REMOVE ALL SYNTHETIC STRAP AND SYNTHETIC BURLAP FROM ROOTBALL

2. REMOVE ³/₄ OF BURLAP FROM TOP OF ROOT BALL COVERING

3. REMOVE TOP $\frac{1}{2}$ OF WIRE BASKET (IF PRESENT) 4. DO NOT INSTALL MULCH WITHIN 6" OF MAIN TRUNK OF STEM

1. REMOVE CONTAINER FROM AROUND PLANT PRIOR TO PLANTING

2. BREAK UP ANY CIRCLING OR BINDING ROOTS 3. SCARIFY SIDE OF ROOTBALL

4. DO NOT INSTALL MULCH WITHIN 6" OF TRUNK FLARE

LANDSCAPE BED PLANTING DETAIL

NOTES:

I. EXACT LOCATION AND TYPE OF TREES TO BE USED MAY

VARY BASED ON FINAL DESIGN. 2. OVERALL TREE DENSITY AND PLANTING MUST MEET SITE DENSITY REQUIREMENTS AS STATED PER CODE.

GSWCC NO. (LEVEL II) 00000XXXXX DRAWN BY DESIGNED BY REVIEWED BY 02/21/2022 PROJECT NO. 01838101/

LANDSCAPE

DETAILS

SHEET NUMBER L2-10

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3" CAL 12-14` HT 6-7` SPRD B&B

COMMON NAME

TULIP TREE

DAWN REDWOOD

NUTTALL OAK

WILLOW OAK

BOSQUE ELM

ACER RUBRUM `OCTOBER GLORY` TM OCTOBER GLORY MAPLE 3" CAL 12-14` HT 6-7` SPRD B&B

Master Sign Program

NORTH DEKALB

MASTER SIGN PROGRAM

north dekalb sign criteria

INTRODUCTION

The purpose of this Master Sign Program is to set criteria for the overall Property Signage as well as for all Tenants to follow concerning the design aesthetic of their identification signage. Tenants will be obligated to comply with the following criteria. The Landlord may have additional signage criteria stipulated in the lease. The more restrictive of the two criterias (this Sign Program or the Landlord's criteria) will govern.

All Tenants are required to secure both a permit from DeKalb County and from the Landlord. Tenants should obtain written Landlord approval before submitting for Dekalb County permit and before installation.

Tenant sign vendors must be properly credentialed to work at North Dekalb Mall. All licenses and insurances shall be submitted to the Landlord for approval prior to any work commencing.

EDENS TENANT CRITERIA

- All Tenant signage must be approved by EDENS.
- After reviewing the Signage Criteria, Tenant shall submit their sign concept proposal or final sign proposal to Landlord's Tenant Construction Manager for approval.
- Sign packages must include a building elevation with the proposed sign drawn to scale, a cut sheet detailing the proposed sign construction, as well as a call out of colors, all dimensions, and method of lighting.
- Incomplete proposals will be rejected.
- Proposals must be submitted in a legible PDF format for comments and approval.

i. property sign criteria

GROUND SIGNS

- Existing Ground Signs #1-4 indicated on the Sign Plan shall be permitted to remain and be rebuilt/refaced as long as the height or size is not increased. If existing ground signs need to be removed based on road widening (or other County imposed reasons), then the signs shall be permitted to be re-built to the same size and height as existing.
- New Ground Signs shall be limited to 25 feet in height, 15 feet in width and 200 SF.

ENTRANCE SIGNS

- Entrance Signs may be constructed in locations indicated on the Sign Plan and sign area shall be limited to 8' in height, 32' in width and 150 SF.
- Entrance Signage text shall be limited to the name of the Center and shall not include tenant signage.
- Entrance Signs may be freestanding or mounted on a building, wall, or similar element.

DIRECTIONAL SIGNS

- Directional Signs shall be permitted outside public right-of-way within the development and shall be limited to 5 feet in height, 5 feet in width and 25 SF.
- Directional Signage may include names of streets, parks, and/or tenants.

ARTISTIC SIGNS

- Artistic Signs may be located throughout the project, except Block E, as long as outside of internal streets.
- The intent of artistic signs is to create unique visual moments to make the property more inspiring for residents and visitors.
- Artistic Signs may include the name of the project and other text or images but may not include the name of tenants unless treated as tenant signage.
- Artistic Signs may be ground mounted, mounted or painted on buildings or parking structures, or mounted on the roof tops of buildings or parking structures.

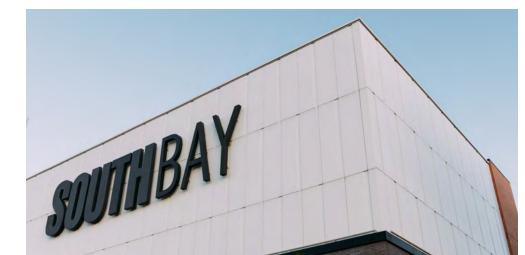


property sign types

ENTRANCE SIGNAGE













property sign types

ARTISTIC SIGNAGE











ii. tenant sign criteria

FACADE/PRIMARY IDENTIFICATION SIGNAGE CRITERIA

- In general, all building-mounted Tenant signs shall be individuallymounted halo-lit channel letter forms. Tenants over 5,000 SF or occupying an entire building can have face-lit individual letters. Face illumination must only consist of day/night type (dulite/dual-lite) face materials so that the face reads as a solid element during the day and illuminates at night. Deviation from these standards must be approved in writing by the Landlord.
- Panel or cabinet style signs are prohibited on all buildings.
- In areas where the building's structural elements do not allow for the use of individual letters, Tenants will be permitted to mount the individual letters to a backplate which may be no more than 3" deep. In general, the backplate must be painted to match the façade except if the Tenant has a nationally registered signage design that includes a background color, in which case the backplate may be painted that color (subject to Landlord written approval); however, in that case the size of the sign will be based on the size of the backplate.
- Signage is prohibited from encroaching on any architectural feature of the building.
- Façade signs must have a minimum clearance of 10" from upper and lower edges of the sign band, and 12" clearance from the demising wall center line. Façade signs and other sign elements may not be installed outside of Tenant frontage without prior Landlord approval.
- Tenant Facade Signs shall be limited to 30 SF or 4 SF per lineal feet of tenant wall, whichever is greater, up to a maximum of 150 SF.

FONT

 Nationally registered font styles and/or logos are permitted in their natural font.

COLORS

• Tenants with nationally-registered colors may use their colors on building-mounted signage.

ELECTRICAL REQUIREMENTS

- Industry standards apply, and each electrical component must be U. L. listed and properly labeled. All power supplies must be concealed behind the wall and must be accessible for inspections and service.
- Disconnect switches need to be installed as required by code and the switch must be painted to match the wall.

PROHIBITED ELEMENTS

- Sign raceways
- Cabinet signs
- Flashing lights
- Animated components
- Window graphics that exceed 25% of window area and block visibility into Tenant space
- Generic Tenant identity (ex: "Nails")
- RED, GREEN, or YELLOW as a primary or majority color of Tenant signage (without prior Landlord approval). This includes material finish as well as illumination.

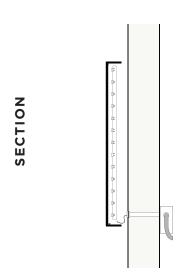
tenant façade sign types





OPTION 1: Halo-Lit Reverse Channel Letter Forms





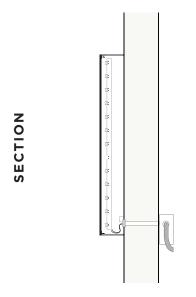








OPTION 2: Internally-Illuminated White Acrylic Lettering with Opaque Veneer







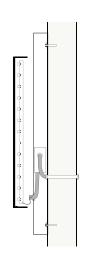






OPTION 3A: Halo-Lit Reverse Channel Letter Forms with Back Plate

- Back plate must receive prior Landlord approval
- · Matching back plate color to façade color is encouraged



ELEVATION





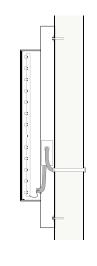




OPTION 3B: Internally-Illuminated Push-Through White Acrylic Letterering with Opaque Veneer and Back Plate

ELEVATION

- Back plate must receive prior Landlord approval
- · Matching back plate color to façade color is encouraged



* THIS OPTION IS ONLY AVAILABLE IF FAÇADE CONCEALED RACEWAY IS NOT POSSIBLE. REQUIRES LANDLORD APPROVAL FOR CLASSIFICATION. EXPOSED RACEWAY IS NOT PERMITTED.

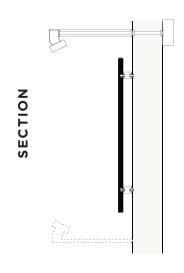








OPTION 4A: Individual Dimensional Letter Forms with Gooseneck External Illumination





EDENS STANDARD SPEC FOR GOOSENECK LIGHT FIXTURE:

COOPER LIGHTING CAMBRIA 922 PAR20 BULLET SIGN LIGHTER

Recommended 1-LED2741 light source (this is wide angle) with OSL lens option • Lights mounted with O.C. spacing, approx. 24" (28" max.)

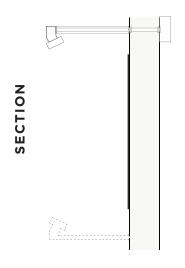








OPTION 4B: Painted Lettering with Gooseneck External Illumination











TENANT STORE

* DIRECT PAINTED SIGNAGE MAX HEIGHT IS 1.25 X THE STANDARD APPROVED SIGN HEIGHT

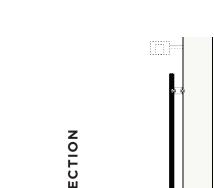
OPTION 5A: Individual Dimensional Letter Forms with LED Strip Light External Illumination











EDENS STANDARD SPEC FOR LED STRIP LIGHT:

12SYSTEMS V-LINE V321

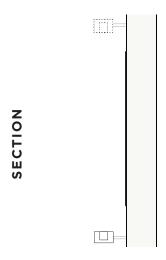








OPTION 5B: Painted Lettering with LED Strip Light External Illumination



TENANT STORE

* DIRECT PAINTED SIGNAGE MAX HEIGHT IS 1.25 X THE STANDARD APPROVED SIGN HEIGHT

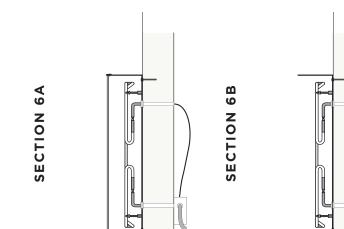






OPTION 6A: Traditional Neon in a Channel with a Clear Acrylic Face Plate

OPTION 6B: Traditional Neon in a Channel







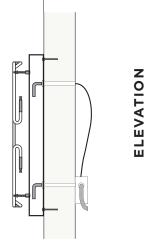




OPTION 7A: Exposed Neon Mounted Directly to Façade **OPTION 7B:** Exposed Neon Mounted on Solid Letter Forms







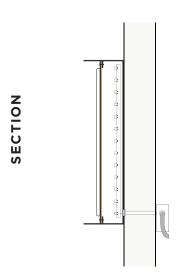
TENANT STORE





OPTION 8: Neon Look Push-Through Acrylic Lettering

• 1/2" clear acrylic push-through double line, 1/2" wide letter strokes with routed, polished, bullnose-face for faux neon look



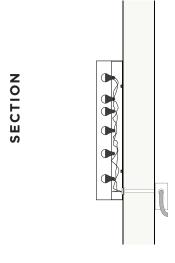
TENANT STORE







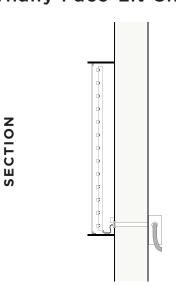
OPTION 9: Individual Channel Letters with Marquee Illumination







OPTION 10: JR/ANCHOR ONLY (GREATER THAN 5,000 SF) LED Internally Face-Lit Channel Letter Forms



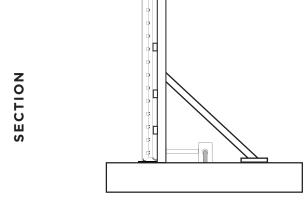
TENANT STORE







OPTION 11: Roof-Mounted Signs: JR/ANCHOR ONLY (GREATER THAN 5,000 SF)





GENERAL NOTES

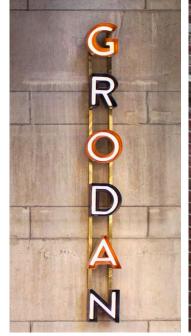
DIAGRAMS ARE SHOWN FOR REFERENCE ONLY. ACTUAL TENANT SIGN WILL REFLECT INDIVIDUAL IDENTITY THROUGH SHAPE, FONT, ETC.

ALL ELECTRICAL MUST BE HIDDEN UNLESS REQUIRED BY CODE.

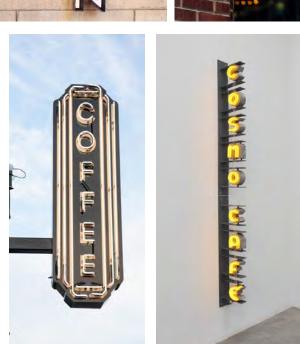
(FOR EX: A PHOTO CALL OR MANUAL ON-OFF SWITCH)

OPTION 12: VERTICAL SIGNS









SECTION







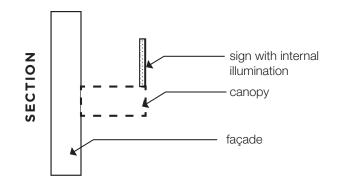


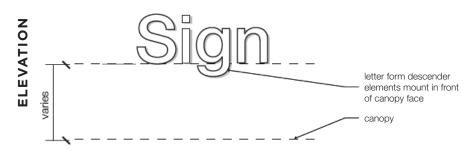
OPTION 13: Canopy Signs

Depending on the architecture of the shopping center, applicable Tenants may, with Landlord approval, use a canopy mounted sign. Approved Tenants shall be allowed one (1) canopy sign; however, a Tenant whose storefront turns a corner may have one (1) sign on each façade thereof, providing the arrangement meets the approval of the Landlord and is within the restrictions of the local sign code. A canopy sign cannot be used as primary retail identification if a Tenant also has a façade sign.

Three kinds of canopy signs are allowed:

- Internally-Lit Canopy Sign
- Back-Lit Canopy Sign with LED Strip Light
- Up-Lit Canopy Sign with LED Strip Light









OPTION 14: Awning Signs

• Use approved lighting from options 4 & 5

PLACEMENT

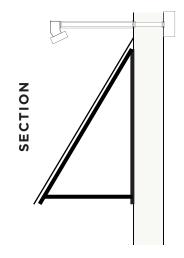
- Use of awnings must be approved by Landlord unless specified in lease
- Awning placement & design shall be prior approved by Landlord
- Placement of awning must coordinate with façade signage & architectural elements of façade

PROFILE

- Awning shop drawings must be reviewed & approved by Landlord prior to installation
- Awning frame should be structurally sound
- Awning should have open sides.
- Valences are prohibited unless approved by Landlord.

COLOR

 Only solid colors allowed (no stripes, printed graphics, logos, etc.), unless approved by Landlord. Fabric color must be reviewed by Landlord.

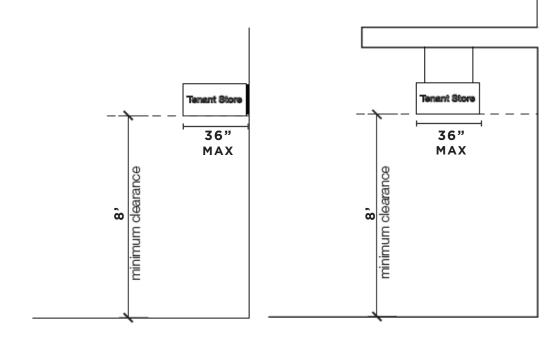




blade signs

- Tenant's may have blade signs in addition to the permitted tenant facade signs. Blade signs shall be limited to 6 SF per side.
- All blade signs must allow a 8' clearance between the sidewalk and the sign.
- Blade sign graphics must be submitted to the Landlord for approval before installation.
- Blade signs may project from the building up to three (3) feet, when attached to the face of the building; provided that no projecting sign shall be maintained less than eight 8' above the ground level when erected over pedestrian walkways or driveways and no less than fourteen 14' above vehicle access.





Projecting

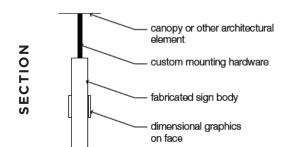
PROJECTING SIGN

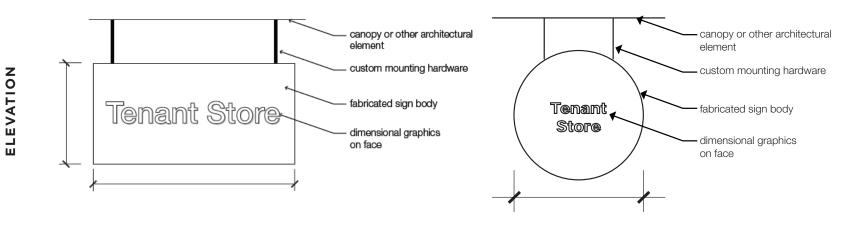
A sign attached to and extending outward from the face of a building

Suspended

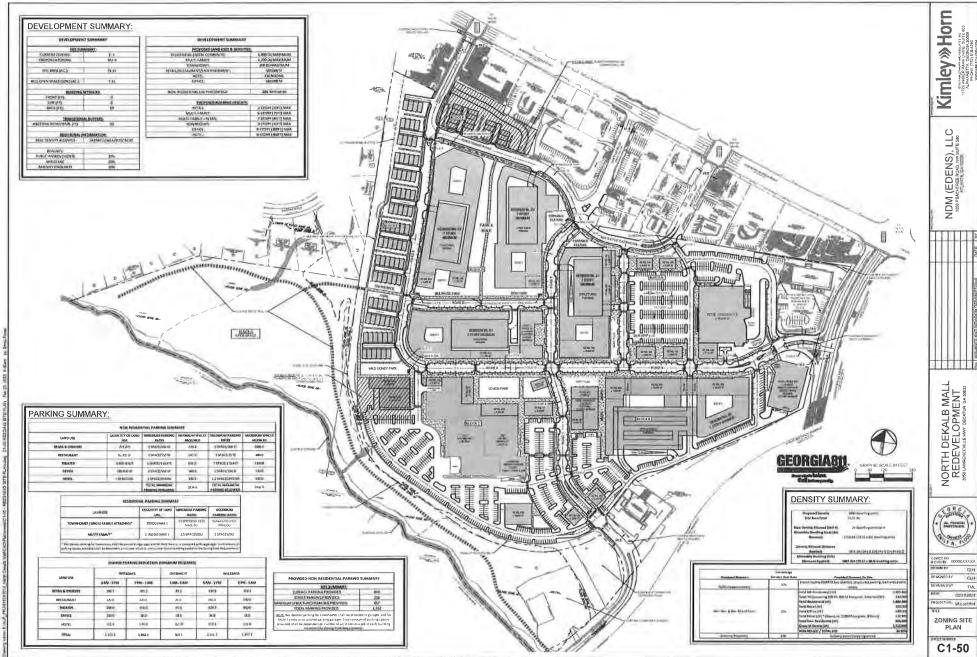
SUSPENDED SIGN

A sign a sign hanging down from a marquee, awning, canopy.





Reduced Site Plan



Legal Description

Tract One 53.146 Acres

All that tract or parcel of land lying or being in Land Lot 100, 18th District, Dekalb County, Georgia, and being more particularly described as follows:

Beginning at a concrete monument found at the intersection of the Westerly right-of-way of Lawrenceville Highway (U.S. Highway 29, Georgia Highway 8) (variable right-of-way) with the Northerly right-of-way of Stone Mountain Freeway (U.S. Highway 29/78) (variable right-of-way); thence along said right-of-way of Stone Mountain Freeway, South 54 degrees 13 minutes 44 seconds West a distance of 231.11 feet to a concrete monument found; thence South 58 degrees 57 minutes 28 seconds West a distance of 154.88 feet to a concrete monument found; thence South 58 degrees 48 minutes 20 seconds West a distance of 375.91 feet to a 1/2 inch rebar found; thence leaving said right-of-way North 48 degrees 31 minutes 39 seconds West, a distance of 13.69 feet to a 1/2 inch rebar found; thence along a curve to the left, said curve having an arc length of 27.85 feet with a radius of 131.39 feet, being subtended by a chord bearing of South 35 degrees 30 minutes 32 seconds West, a distance of 27.79 feet to a nail found; thence South 29 degrees 26 minutes 08 seconds West, a distance of 141.10 feet to a nail found; thence along a curve to the left, said curve having an arc length of 17.02 feet with a radius of 303.36 feet, being subtended by a chord bearing of South 31 degrees 02 minutes 34 seconds West, a distance of 17.02 feet to a nail found; thence along a curve to the left, said curve having an arc length of 6.28 feet with a radius of 27.00 feet, being subtended by a chord bearing of South 25 degrees 58 minutes 53 seconds West, a distance of 6.27 feet to a nail found; thence South 53 degrees 25 minutes 58 seconds East, a distance of 113.93 feet to a 1/2 inch rebar found; thence along a curve to the right, said curve having an arc length of 138.57 feet with a radius of 240.00 feet, being subtended by a chord bearing of South 36 degrees 53 minutes 41 seconds East, a distance of 136.65 feet to a 1/2 inch rebar found on the Westerly right-of-way of Stone Mountain Freeway; thence along said right-of-way South 30 degrees 08 minutes 39 seconds West, a distance of 123.27 feet to a point; thence leaving said right-of-way, along a curve to the left, said curve having an arc length of 67.56 feet with a radius of 156.73 feet, being subtended by a chord bearing of North 06 degrees 04 minutes 55 seconds West, a distance of 67.04 feet to a point; thence along a curve to the left, said curve having an arc length of 107.51 feet with a radius of 178.74 feet, being subtended by a chord bearing of North 35 degrees 14 minutes 10 seconds West, a distance of 105.89 feet to a point; thence North 54 degrees 18 minutes 37 seconds West, a distance of 71.77 feet to a point; thence along a curve to the right, said curve having an arc length of 29.75 feet with a radius of 398.99 feet, being subtended by a chord bearing of South 50 degrees 14 minutes 10 seconds West, a distance of 29.74 feet to a point; thence along a curve to the right, said curve having an arc length of 94.25 feet with a radius of 351.35 feet, being subtended by a chord bearing of South 59 degrees 46 minutes 00 seconds West, a distance of 93.97 feet to a point; thence South 67 degrees 26 minutes 54 seconds West, a distance of 34.87 feet to a point; thence along a curve to the right, said curve having an arc length of 131.87 feet with a radius of 395.99 feet, being subtended by a chord bearing of South 76 degrees 59 minutes 12 seconds West, a distance of 131.26 feet to a point; thence along a curve to the right, said curve having an arc length of 348.51 feet with a radius of 672.11 feet, being subtended by a chord bearing of North 78 degrees 37 minutes 27 seconds West, a distance of 344.62 feet to a point; thence North 63 degrees 46 minutes 24 seconds West, a distance of 332.41 feet to a point; thence along a curve to the right, said curve having an arc length of 253.47 feet with a radius of 359.99 feet, being subtended by a chord bearing of North 43 degrees 36 minutes 25 seconds West, a distance of 248.26 feet to a point; thence North 23 degrees 26 minutes 29 seconds West, a distance of 139.20 feet to a point; thence along a curve to the right, said curve having an arc length of 129.81 feet with a radius of 345.98 feet, being subtended by a chord bearing of North 12 degrees 41 minutes 44 seconds West, a distance of 129.05 feet to a point; thence North 01 degrees 57

minutes 01 seconds West, a distance of 216.73 feet to a point; thence along a curve to the right, said curve having an arc length of 119.31 feet with a radius of 2331.99 feet, being subtended by a chord bearing of North 00 degrees 29 minutes 06 seconds West, a distance of 119.29 feet to a point; thence North 00 degrees 58 minutes 49 seconds East, a distance of 38.05 feet to a 1 inch axle found; thence North 00 degrees 54 minutes 58 seconds East, a distance of 15.01 feet to a 1 inch crimp top pipe found; thence North 01 degrees 35 minutes 58 seconds East, a distance of 130.76 feet to a 1 inch crimp top pipe found; thence North 00 degrees 30 minutes 17 seconds East, a distance of 300.09 feet to a 1/2 inch rebar found; thence North 00 degrees 08 minutes 04 seconds West, a distance of 197.50 feet to a 1 inch crimp top pipe found; thence North 00 degrees 39 minutes 29 seconds East, a distance of 249.77 feet to a 1/2 inch rebar found; thence South 72 degrees 19 minutes 41 seconds East, a distance of 196.38 feet to a 5/8 inch rebar set on the Westerly right-of-way of Birch Road (60 foot right-of-way); thence along said right-of-way South 15 degrees 05 minutes 19 seconds West, a distance of 55.15 feet to a 1/2 inch rebar found; thence South 08 degrees 42 minutes 52 seconds West, a distance of 86.40 feet to a 5/8 inch rebar set; thence South 17 degrees 09 minutes 08 seconds East, a distance of 43.42 feet to a 5/8 inch rebar found; thence South 20 degrees 54 minutes 10 seconds East, a distance of 54.88 feet to a nail found on the Southerly right-of-way of Sweetbriar Road (variable right-of-way); thence along said right-of-way; thence along a curve to the right, said curve having an arc length of 118.33 feet with a radius of 182.00 feet, being subtended by a chord bearing of North 81 degrees 31 minutes 39 seconds East, a distance of 116.26 feet to a 5/8 inch rebar found; thence South 79 degrees 50 minutes 46 seconds East, a distance of 344.04 feet to a 5/8 inch rebar found; thence along a curve to the right, said curve having an arc length of 186.10 feet with a radius of 219.00 feet, being subtended by a chord bearing of South 55 degrees 30 minutes 10 seconds East, a distance of 180.55 feet to a 5/8 inch rebar found; thence South 31 degrees 09 minutes 35 seconds East, a distance of 67.78 feet to a 5/8 inch rebar found; thence along a curve to the left, said curve having an arc length of 102.25 feet with a radius of 217.00 feet, being subtended by a chord bearing of South 44 degrees 39 minutes 28 seconds East, a distance of 101.31 feet to a 5/8 inch rebar found; thence North 40 degrees 25 minutes 58 seconds East, a distance of 60.81 feet to a 3/4 inch rebar found; thence leaving said rightof-way South 89 degrees 24 minutes 31 seconds East, a distance of 295.17 feet to a 1/2 inch rebar found; thence South 89 degrees 22 minutes 16 seconds East, a distance of 227.46 feet to a 3/4 inch crimp top pipe found; thence South 89 degrees 18 minutes 45 seconds East, a distance of 172.42 feet to a 1/2 inch rebar found; thence South 89 degrees 35 minutes 34 seconds East, a distance of 197.03 feet to a 1/2 inch rebar found; thence South 89 degrees 35 minutes 34 seconds East, a distance of 194.13 feet to a 5/8 inch rebar found on the Westerly right-of-way of Lawrenceville Highway; thence along said right-of-way South 22 degrees 48 minutes 07 seconds West, a distance of 28.21 feet to a 1/2 inch rebar found; thence leaving said right-of-way North 65 degrees 23 minutes 44 seconds West, a distance of 56.53 feet to a 5/8 inch rebar found; thence North 89 degrees 35 minutes 34 seconds West, a distance of 346.32 feet to a 1/2 inch rebar found; thence South 00 degrees 17 minutes 10 seconds West, a distance of 24.24 feet to a nail found; thence along a curve to the right, said curve having an arc length of 161.32 feet with a radius of 114.00 feet, being subtended by a chord bearing of South 48 degrees 56 minutes 11 seconds East, a distance of 148.19 feet to a nail found; thence South 08 degrees 24 minutes 17 seconds East, a distance of 175.89 feet to a nail found; thence along a curve to the left, said curve having an arc length of 51.69 feet with a radius of 33.00 feet, being subtended by a chord bearing of South 53 degrees 24 minutes 16 seconds East, a distance of 46.56 feet to a nail found; thence North 81 degrees 33 minutes 14 seconds East, a distance of 48.82 feet to a nail found; thence along a curve to the right, said curve having an arc length of 64.57 feet with a radius of 441.76 feet, being subtended by a chord bearing of North 85 degrees 52 minutes 43 seconds East, a distance of 64.52 feet to a nail found; thence along a curve to the left, said curve having an arc length of 39.15 feet with a radius of 48.00 feet, being subtended by a chord bearing of North 66 degrees 41 minutes 00 seconds East, a distance of 38.07 feet to a nail found on the Westerly right-of-way of Lawrenceville Highway; thence along said right-of-way, along a curve to the left, said curve

having an arc length of 78.21 feet with a radius of 1203.92 feet, being subtended by a chord bearing of South 05 degrees 39 minutes 35 seconds West, a distance of 78.20 feet to a nail found; thence South 05 degrees 14 minutes 03 seconds West, a distance of 100.92 feet to a 5/8 inch rebar found; thence South 84 degrees 45 minutes 57 seconds East, a distance of 8.00 feet to a 5/8 inch rebar found; thence South 05 degrees 14 minutes 44 seconds West, a distance of 145.00 feet to a concrete monument found, said point being the True Point of Beginning.

Said tract of land contains 53.146 Acres.

Tract Two 18.521 Acres

All that tract or parcel of land lying or being in Land Lots 100 and 101, 18th District, Dekalb County, Georgia, and being more particularly described as follows:

COMMENCING at a concrete monument found at the intersection of the Westerly right-of-way of Lawrenceville Highway (U.S. Highway 29, Georgia Highway 8) (variable right-of-way) with the Northerly right-of-way of Stone Mountain Freeway (U.S. Highway 29/78) (variable right-of-way); thence along said right-of-way of Stone Mountain Freeway, South 54 degrees 13 minutes 44 seconds West a distance of 231.11 feet to a concrete monument found; thence South 58 degrees 57 minutes 28 seconds West a distance of 154.88 feet to a concrete monument found; thence South 58 degrees 48 minutes 20 seconds West a distance of 375.91 feet to a 1/2 inch rebar found; thence leaving said right-of-way North 48 degrees 31 minutes 39 seconds West, a distance of 13.69 feet to a 1/2 inch rebar found; thence along a curve to the left, said curve having an arc length of 27.85 feet with a radius of 131.39 feet, being subtended by a chord bearing of South 35 degrees 30 minutes 32 seconds West, a distance of 27.79 feet to a nail found; thence South 29 degrees 26 minutes 08 seconds West, a distance of 141.10 feet to a nail found; thence along a curve to the left, said curve having an arc length of 17.02 feet with a radius of 303.36 feet, being subtended by a chord bearing of South 31 degrees 02 minutes 34 seconds West, a distance of 17.02 feet to a nail found; thence along a curve to the left, said curve having an arc length of 6.28 feet with a radius of 27.00 feet, being subtended by a chord bearing of South 25 degrees 58 minutes 53 seconds West, a distance of 6.27 feet to a nail found; thence South 53 degrees 25 minutes 58 seconds East, a distance of 113.93 feet to a 1/2 inch rebar found; thence along a curve to the right, said curve having an arc length of 138.57 feet with a radius of 240.00 feet, being subtended by a chord bearing of South 36 degrees 53 minutes 41 seconds East, a distance of 136.65 feet to a 1/2 inch rebar found on the Westerly right-of-way of Stone Mountain Freeway; thence along said right-of-way South 30 degrees 08 minutes 39 seconds West, a distance of 123.27 feet to a point, said point being the True Point of Beginning;

thence continuing along said right-of-way South 30 degrees 08 minutes 39 seconds West, a distance of 120.70 feet to a 1/2 inch rebar found; thence South 40 degrees 44 minutes 02 seconds West, a distance of 199.85 feet to a 1/2 inch rebar found; thence South 52 degrees 36 minutes 08 seconds West, a distance of 153.58 feet to a point in the center of South Fork of Peachtree Creek; thence leaving said right-of-way, along the center of said creek, the following courses and distances:

North 53 degrees 09 minutes 35 seconds West, a distance of 434.97 feet to a point; North 38 degrees 04 minutes 08 seconds West, a distance of 153.48 feet to a point; North 78 degrees 26 minutes 02 seconds West, a distance of 180.67 feet to a point; North 29 degrees 16 minutes 48 seconds West, a distance of 64.55 feet to a point; North 72 degrees 13 minutes 24 seconds West, a distance of 123.12 feet to a point; North 62 degrees 58 minutes 32 seconds West, a distance of 121.41 feet to a point; North 37 degrees 52 minutes 15 seconds West, a distance of 176.23 feet to a point; North 15 degrees 02 minutes 20 seconds West, a distance of 112.11 feet to a point; North 38 degrees 43 minutes 09 seconds West, a distance of 73.00 feet to a point; North 76 degrees 08 minutes 37 seconds West, a distance of 94.20 feet to a point; North 64 degrees 52 minutes 52 seconds West, a distance of 115.76 feet to a point; North 83 degrees 34 minutes 40 seconds West, a distance of 108.47 feet to a point; South 70 degrees 53 minutes 40 seconds West, a distance of 64.33 feet to a point; North 66 degrees 56 minutes 16 seconds West, a distance of 205.88 feet to a point; North 77 degrees 52 minutes 31 seconds West, a distance of 251.45 feet to a point; North 68 degrees 44 minutes 26 seconds West, a distance of 56.55 feet to a point; South 73 degrees 16 minutes 21 seconds

West, a distance of 49.11 feet to a point; North 59 degrees 29 minutes 32 seconds West, a distance of 34.21 feet to a point; South 87 degrees 21 minutes 59 seconds West, a distance of 40.77 feet to a point; North 71 degrees 35 minutes 51 seconds West, a distance of 56.42 feet to a point;

Thence leaving the center of said creek North 62 degrees 04 minutes 40 seconds East, a distance of 574.80 feet to a 1 inch open top pipe found; thence South 89 degrees 44 minutes 44 seconds East, a distance of 292.63 feet to a 5/8 inch rebar set; thence South 89 degrees 34 minutes 27 seconds East, a distance of 130.30 feet to a 1 inch crimp top pipe found; thence South 89 degrees 32 minutes 28 seconds East, a distance of 149.71 feet to a 1 inch crimp top pipe found; thence South 89 degrees 27 minutes 16 seconds East, a distance of 105.03 feet to a 1 inch axle found; thence South 00 degrees 58 minutes 49 seconds West, a distance of 38.05 feet to a point; thence along a curve to the left, said curve having an arc length of 119.31 feet with a radius of 2331.99 feet, being subtended by a chord bearing of South 00 degrees 29 minutes 06 seconds East, a distance of 119.29 feet to a point; thence South 01 degrees 57 minutes 01 seconds East, a distance of 216.73 feet to a point; thence along a curve to the left, said curve having an arc length of 129.81 feet with a radius of 345.98 feet, being subtended by a chord bearing of South 12 degrees 41 minutes 44 seconds East, a distance of 129.05 feet to a point; thence South 23 degrees 26 minutes 29 seconds East, a distance of 139.20 feet to a point; thence along a curve to the left, said curve having an arc length of 253.47 feet with a radius of 359.99 feet, being subtended by a chord bearing of South 43 degrees 36 minutes 25 seconds East, a distance of 248.26 feet to a point; thence South 63 degrees 46 minutes 24 seconds East, a distance of 332.41 feet to a point; thence along a curve to the left, said curve having an arc length of 348.51 feet with a radius of 672.11 feet, being subtended by a chord bearing of South 78 degrees 37 minutes 27 seconds East, a distance of 344.62 feet to a point; thence along a curve to the left, said curve having an arc length of 131.87 feet with a radius of 395.99 feet, being subtended by a chord bearing of North 76 degrees 59 minutes 12 seconds East, a distance of 131.26 feet to a point; thence North 67 degrees 26 minutes 54 seconds East, a distance of 34.87 feet to a point; thence along a curve to the left, said curve having an arc length of 94.25 feet with a radius of 351.35 feet, being subtended by a chord bearing of North 59 degrees 46 minutes 00 seconds East, a distance of 93.97 feet to a point; thence along a curve to the left, said curve having an arc length of 29.75 feet with a radius of 398.99 feet, being subtended by a chord bearing of North 50 degrees 14 minutes 10 seconds East, a distance of 29.74 feet to a point; thence South 54 degrees 18 minutes 37 seconds East, a distance of 71.77 feet to a point; thence along a curve to the right, said curve having an arc length of 107.51 feet with a radius of 178.74 feet, being subtended by a chord bearing of South 35 degrees 14 minutes 10 seconds East, a distance of 105.89 feet to a point; thence along a curve to the right, said curve having an arc length of 67.56 feet with a radius of 156.73 feet, being subtended by a chord bearing of South 06 degrees 04 minutes 55 seconds East, a distance of 67.04 feet to a point, said point being the True Point of Beginning.

Said tract of land contains 18.521 Acres.

Tract Three 1.439 Acres

All that tract or parcel of land lying or being in Land Lot 100, 18th District, Dekalb County, Georgia, and being more particularly described as follows:

Beginning at a 1/2 inch rebar found at the intersection of the Northerly right-of-way of Sweet Briar Road (variable right-of-way) with the Easterly right-of-way of Birch Road (60 foot right-of-way); thence along said right-of-way of Birch Road North 09 degrees 14 minutes 08 seconds East, a distance of 86.03 feet to a 5/8 inch rebar found; thence North 17 degrees 25 minutes 03 seconds East, a distance of 109.86 feet to a 1/2 inch rebar found; thence leaving said right-of-way South 72 degrees 13 minutes 06 seconds East, a distance of 236.14 feet to a 1/2 inch rebar found; thence South 12 degrees 22 minutes 11 seconds West, a distance of 30.67 feet to a 5/8 inch rebar found; thence South 71 degrees 24 minutes 15 seconds East, a distance of 160.12 feet to a 5/8 inch rebar found; thence South 11 degrees 56 minutes 08 seconds West, a distance of 109.33 feet to a 1/2 inch rebar found on the Northerly right-of-way of Sweet Briar Road; thence along said right-of-way North 79 degrees 52 minutes 39 seconds West, a distance of 400.37 feet to a 1/2 inch rebar found, said point being the True Point of Beginning.

Said tract of land contains 1.439 Acres.

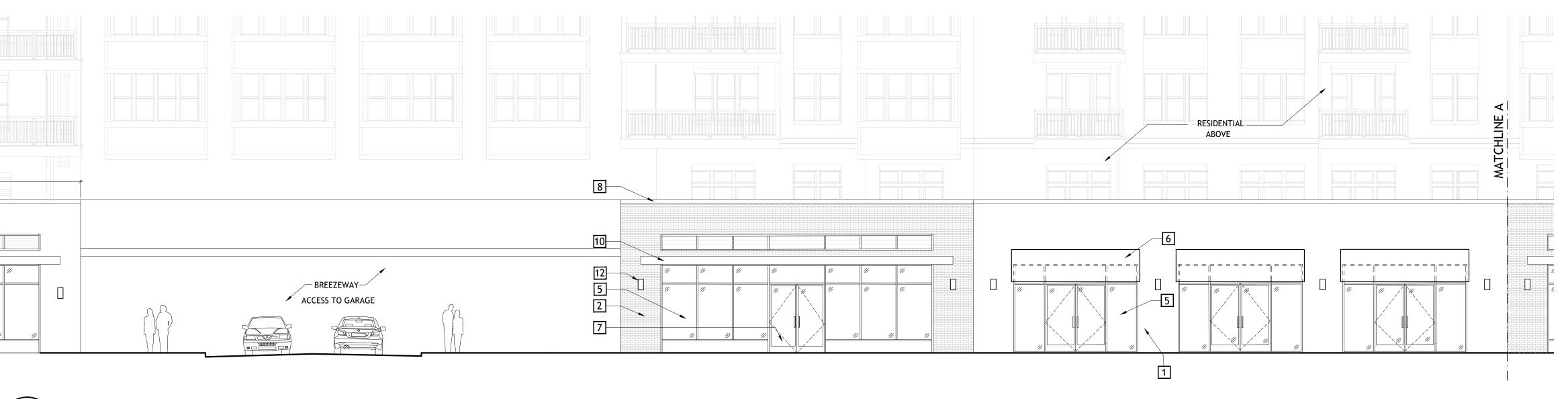
Tract Four 0.007 Acre

All that tract or parcel of land lying or being in Land Lot 100, 18th District, Dekalb County, Georgia, and being more particularly described as follows:

Beginning at a 1/2 inch rebar found at the intersection of the Southerly right-of-way of North Druid Hills Road (100 foot right-of-way) with the Westerly right-of-way of Birch Road 60 foot right-of-way); thence along said right-of-way of Birch Road South 17 degrees 52 minutes 15 seconds West, a distance of 11.94 feet to a 5/8 inch rebar found; thence leaving said right-of-way North 71 degrees 05 minutes 44 seconds West, a distance of 27.36 feet to a 5/8 inch rebar found; thence North 17 degrees 52 minutes 15 seconds East, a distance of 11.94 feet to a 5/8 inch rebar found on the Southerly right-of-way of North Druid Hills Road; thence along said right-of-way South 71 degrees 05 minutes 44 seconds East, a distance of 27.36 feet to a 1/2 inch rebar found, said point being the True Point of Beginning.

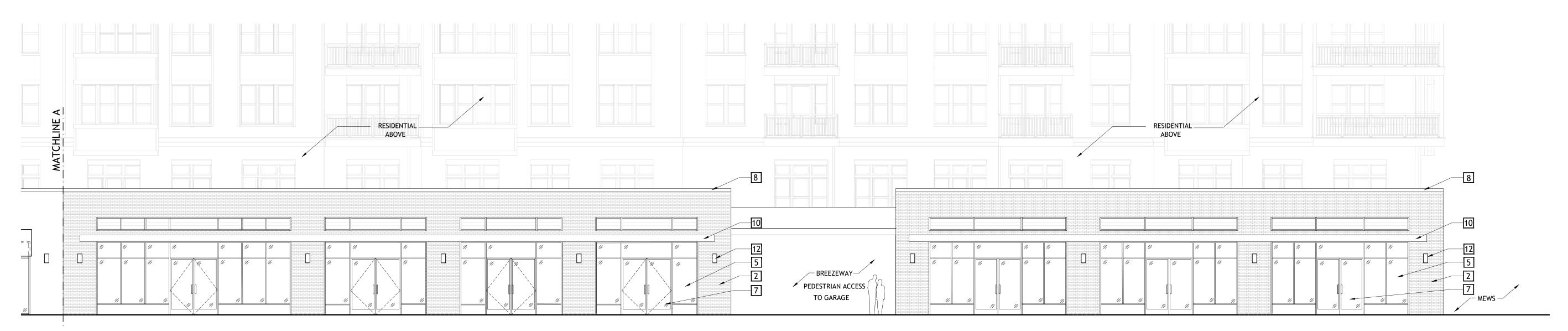
Said tract of land contains 0.007 Acre.

Elevations



BUILDING B-50/B-60 NORTH ELEVATION

1/8" = 1'-0"



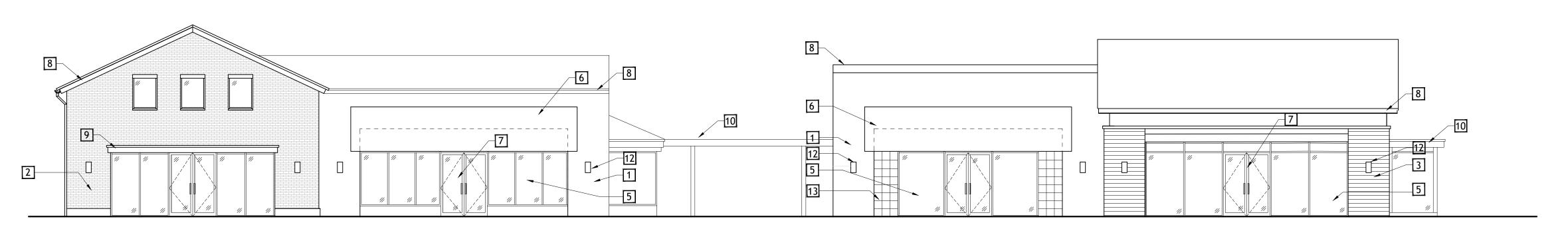
BUILDING B-50/B-60 NORTH ELEVATION

Standard notes

- 1. Retail storefronts shown are illustrative and subject to change based on tenant design.
- 2. Windows and/or doorways shall occupy at least twenty-five (25) percent of the width of the first floor street-level facade.
- 3. Final location and quantity of doors will vary based on the number of tenants. The style and type of door will vary based on the tenant's design but will generally be consistent with the types shown on Sheet A-2.01.
- 4. Materials and colors are representative of the types and the quality of materials to be used. Actual materials may vary but will in general be consistent with the types of materials shown on Sheet A-2.01.
- 5. Canopy types may vary from what is shown based on tenant standards.
- 6. New buildings fronting on Public and Internal Streets shall in general be articulated every sixty (60) feet with change of materials, change of colors, pilasters, projections, recesses, murals or other architectural features; however a single occupancy tenant shall be able to have a consistent facade the width of their building.
- 7. Murals and/or artwork may be used to break up expanses of blank walls or on parking structures.

Material of design elements call outs shown on Sheet A-2.01

EDENSIONS North Dekalb Mall

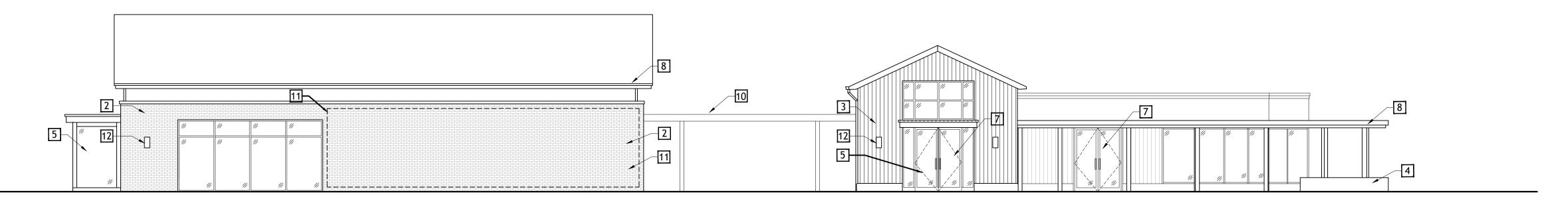


BUILDING A-40/ A-30 SOUTH ELEVATION

1/8" = 1'-0"

BUILDING A-40

BUILDING A-30



BUILDING A-80

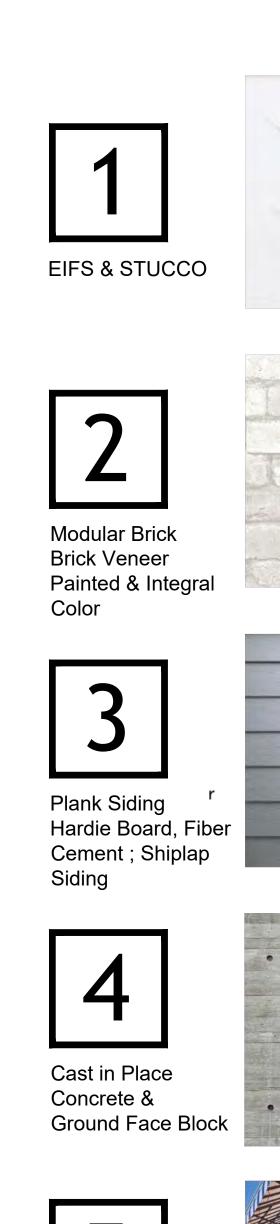
BUILDING A-70

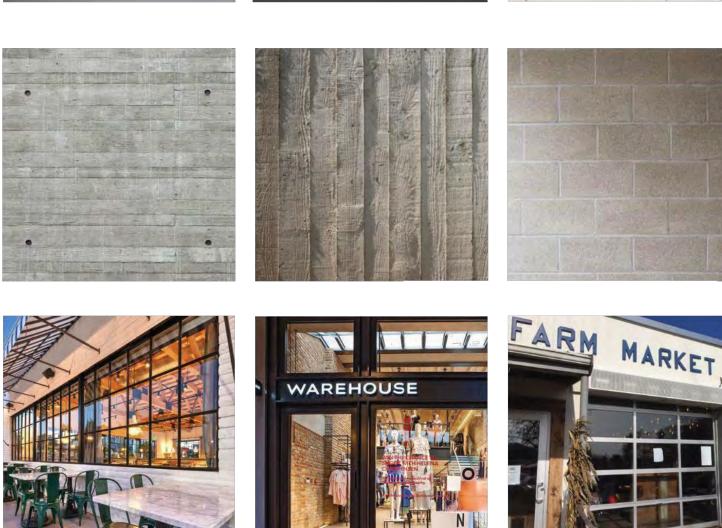
Standard notes

- 1. Retail storefronts shown are illustrative and subject to change based on tenant design.
- 2. Windows and/or doorways shall occupy at least twenty-five (25) percent of the width of the first floor street-level facade.
- 3. Final location and quantity of doors will vary based on the number of tenants. The style and type of door will vary based on the tenant's design but will generally be consistent with the types shown on Sheet A-2.01.
- 4. Materials and colors are representative of the types and the quality of materials to be used. Actual materials may vary but will in general be consistent with the types of materials shown on Sheet A-2.01.
- 5. Canopy types may vary from what is shown based on tenant standards.
- 6. New buildings fronting on Public and Internal Streets shall in general be articulated every sixty (60) feet with change of materials, change of colors, pilasters, projections, recesses, murals or other architectural features; however a single occupancy tenant shall be able to have a consistent facade the width of their building.
- 7. Murals and/or artwork may be used to break up expanses of blank walls or on parking structures.

Material of design elements call outs shown on Sheet A-2.01

SHEET NO.
A-1.02

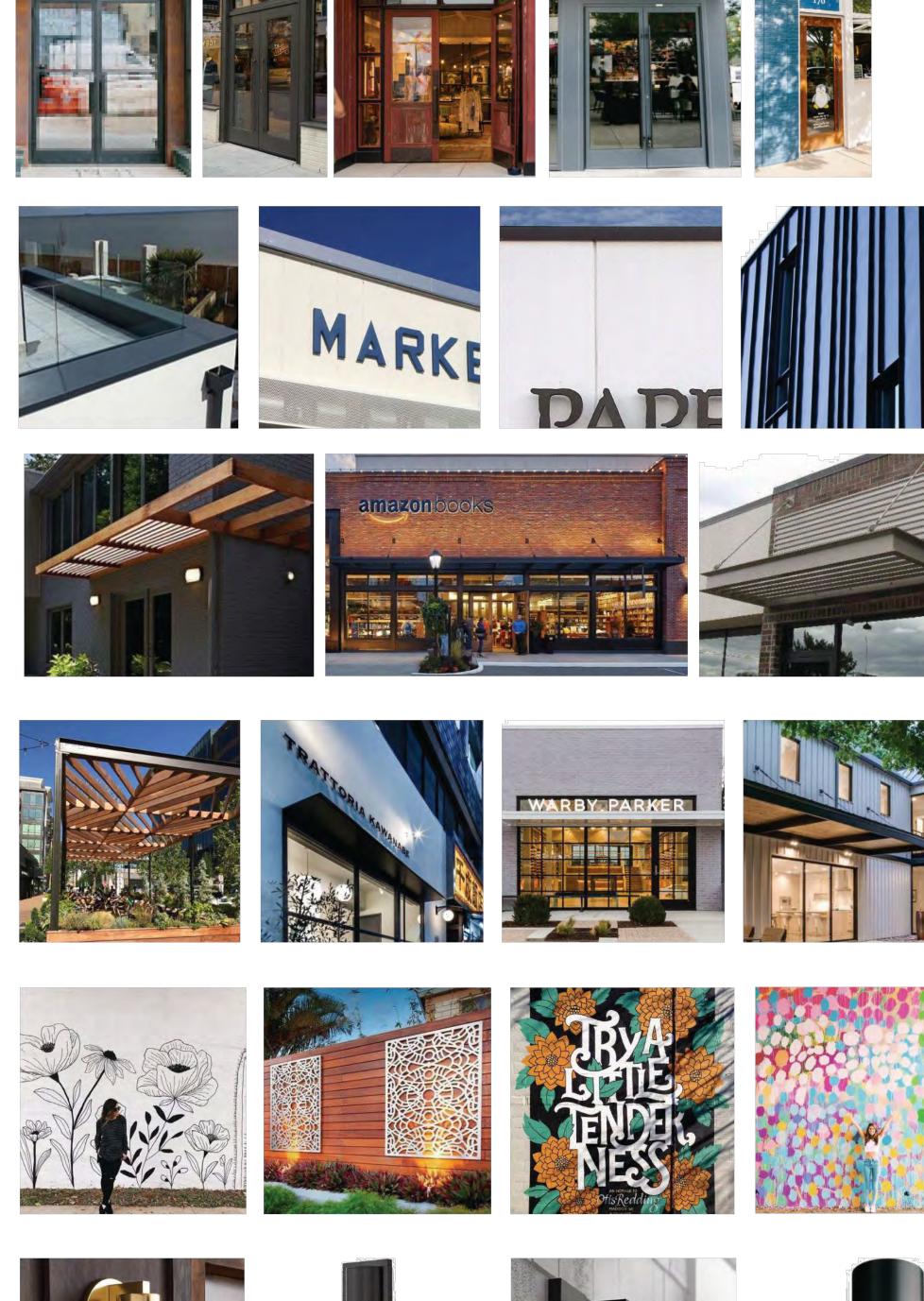






















Standard notes

1. See Standard Notes on Sheets A-1.01 & A-1.02

Fabric Awnings

Storefront: Wood, Aluminum & Steel

2. Materials shown are representative of the quality of materials to be used and do not represent all materials which may be incorporated. In addition to materials shown on this sheet, all materials listed in DeKalb County Zoning Code Section 27-5.7.4. shall be permitted except that vinyl siding shall be prohibited in addition to other prohibited materials.



Decorative Light Fixtures

Doors; Wood,

Aluminum & Steel

Pre Finished Metal;

Prefab Canopy

Metal Canopy

Mural / Art Work

or Trellis

System

Metal Panels & Coping







Storefronts, Canopies and Materials

North Dekalb Mall Decatur, GA

Pre-Application Form





Chief Executive Officer Michael Thurmond

DEPARTMENT OF PLANNING & SUSTAINABILITY

Director

Andrew A. Baker, AICP

PRE-APPLICATION FORM REZONE, SPECIAL LAND USE PERMIT, MODIFICATION, AND LAND USE

(Required prior to filing application: signed copy of this form must be submitted at filing)

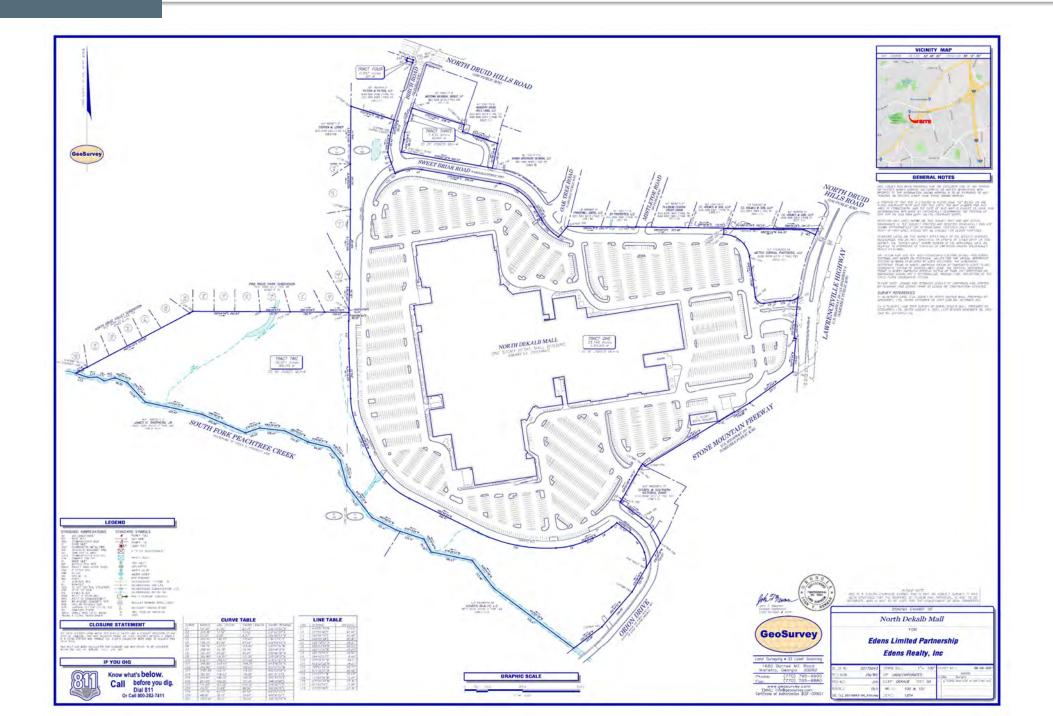
Applicant Name(s): DEN WEBB / EDENS LLC			
Phone: 4/815-3620 Email: dwebb@sgrlaw.com			
Property Address: 2050 Lawrenceville Haure. (North Delcalb Mall)			
Tax Parcel ID: 18 - 160 - 02 - 605 Comm. District(s): 3 ? 6 Acreage: 18 - 100 - 02 - 040, -041, 058(?) Existing Use: 540PPING CENTER Proposed Use SHOPPING CENTER			
Supplemental Regs: Overlay District: DRI: DRI: Ve S			
Rezoning: Yes No			
Existing Zoning: 6-1 Proposed Zoning: MU-5 Square Footage/Number of Units:			
Rezoning Request: Redevelopment moject - mixed residential,			
vetail, office			
Land Use Plan Amendment: Yes No			
Existing Land Use: Consistent Consistent Inconsistent			
Special Land Use Permit: Yes No K			
Special Land Use Request(s)			
Major Modification: Yes No			
Existing Case Number(s): 62-08-14806, Z-73054			
Condition(s) to be modified:			
Reconing will supplant existing conditions.			

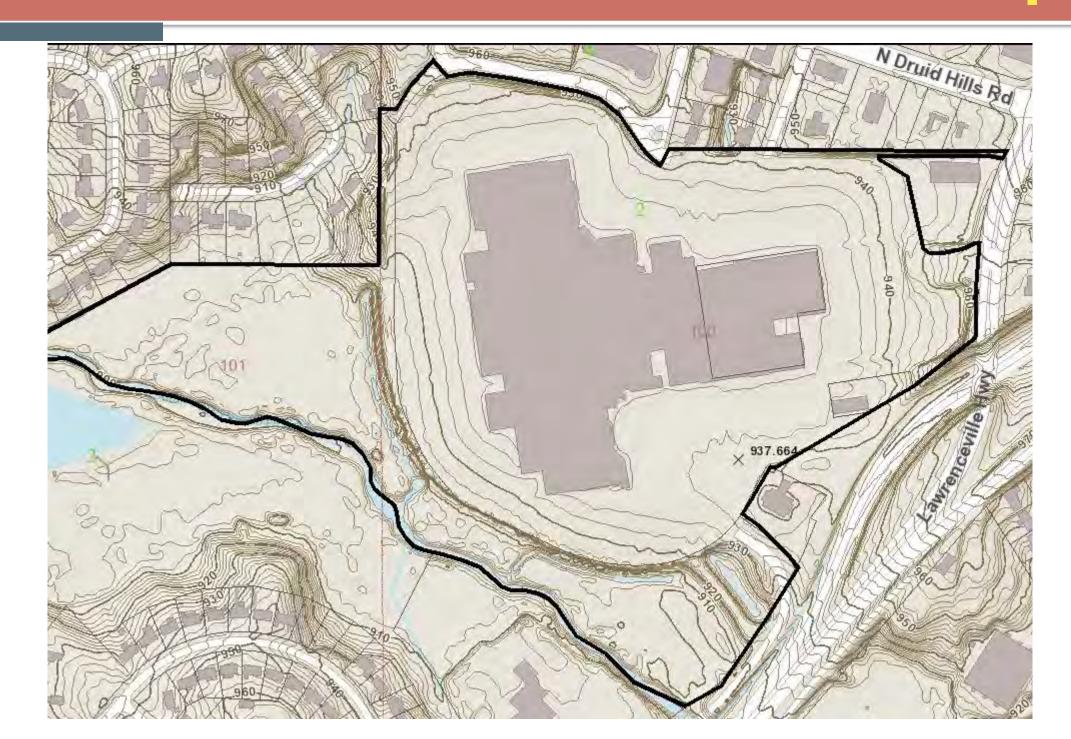


DEPARTMENT OF PLANNING & SUSTAINABILITY

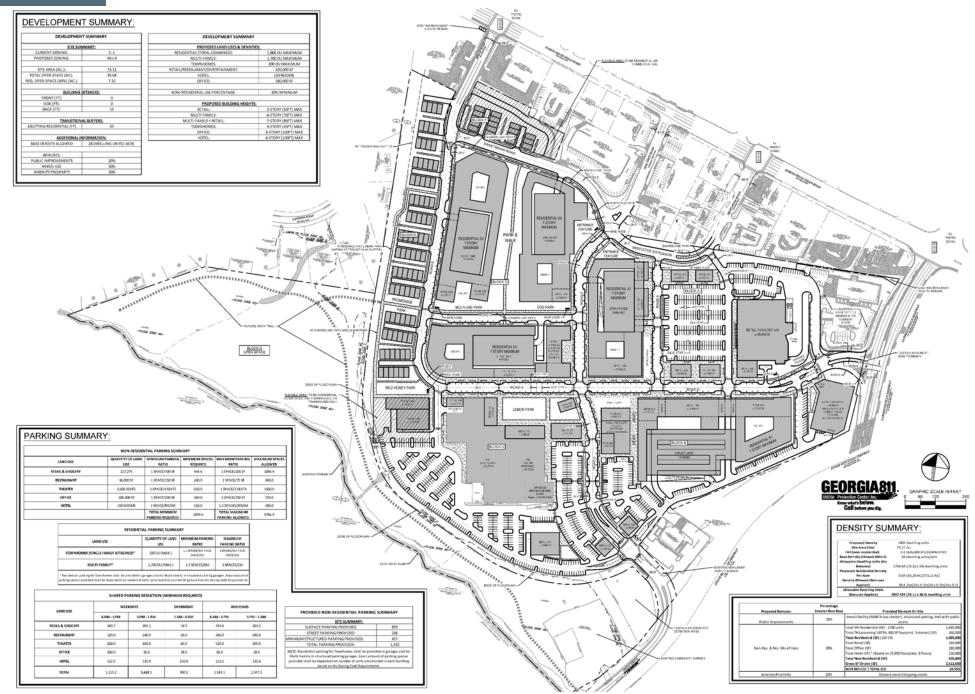
WHAT TO KNOW BEFORE YOU FILE YOUR APPLICATION			
Pre-submittal Community Meeting: Review Calendar Dates: PC: BOC:			
Letter of Intent: Impact Analysis: Owner Authorization(s): Campaign Disclosure!			
Zoning Conditions: Community Council Meeting: Public Notice, Signs:			
Tree Survey, Conservation: Land Disturbance Permit (LDP): Sketch Plat:			
Bldg. Permits: Fire Inspection: Business License: State License:			
Lighting Plan: Tent Permit: Submittal Format: NO STAPLES, NO BINDERS PLEASE			
Density: Density Bonuses: Mix of Uses: Open Space: Enhanced			
Density: Density Bonuses: Mix of Uses: Open Space: Enhanced			
Open Space Setoacks: from sides side corner rear Lot Size:			
Frontage: Street Widths: Bicycle Lanes: Landscape Strips: Buffers:			
Parking Lot Landscaping: Parking - Auto: Parking - Bicycle: Screening:			
Streetscapes: Sidewalks: Fencing/Walls: Bldg. Height: Bldg.			
Orientation: Bldg. Separation: Bldg. Materials: Roofs: Fenestration:			
Façade Design: Garages: Pedestrian Plan: Perimeter Landscape Strip:			
Possible Variances: None identified at this take - MU-5			
aufricipated			
Comments:			
Planner: Melora Furman Date 2/3/22			
Filing Fees			
REZONING: RE, RLG, R-100, R-85, R-75, R-60, MHP, RSM, MR-1 \$500.00 RNC, MR-2, HR-1, HR-2, HR-3, MU-1, MU-2, MU-3, MU-4, MU-5 OI, OD, OIT, NS, C1, C2, M, M2 \$750.00			
LAND USE MAP AMENDMENT \$500.00			
SPECIAL LAND USE PERMIT \$400.00			

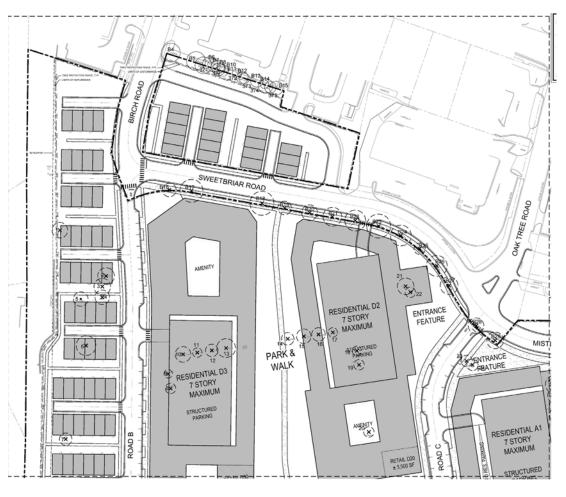
Survey - Existing Development





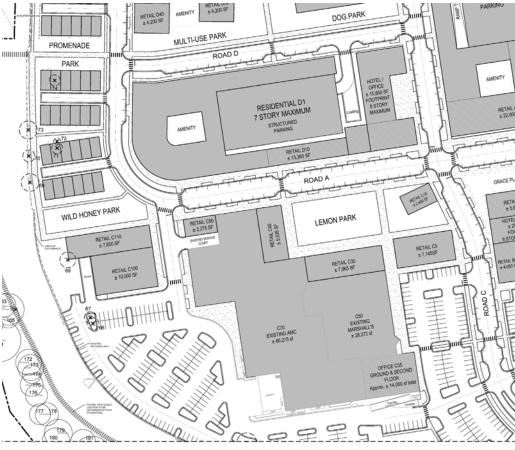
Master Development Plan dated 4/25/2022

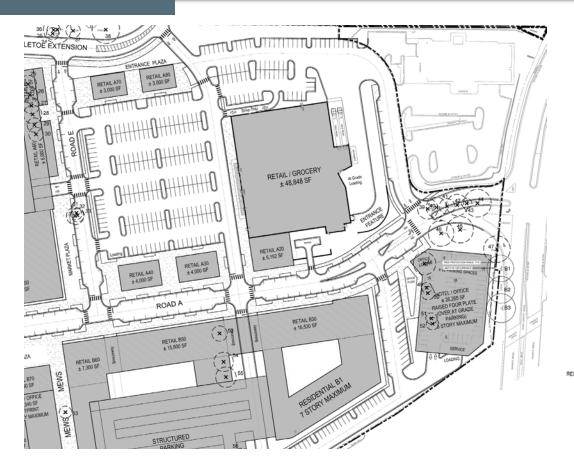




(right) Southwest corner of site.

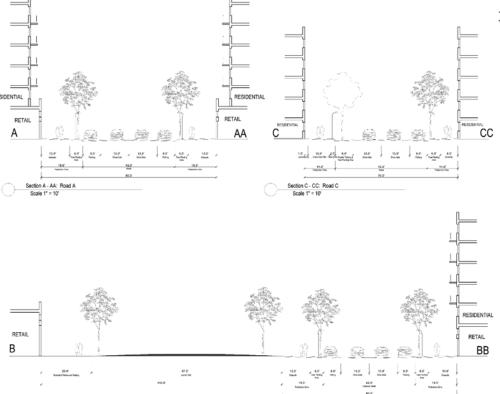
(left) Northwest corner of site.



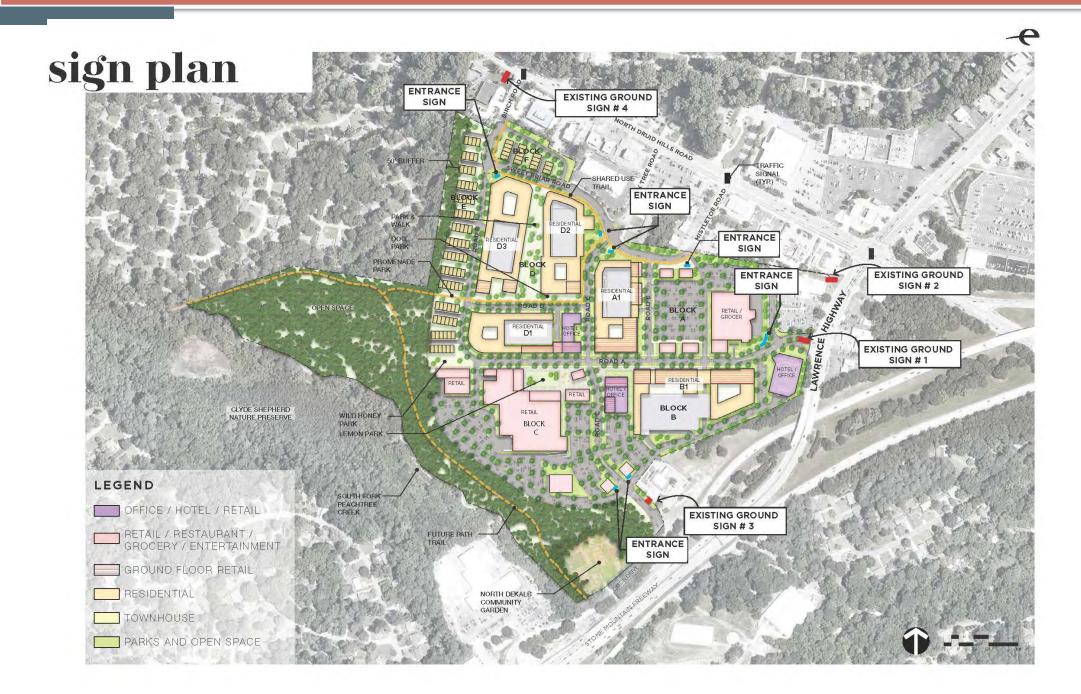


(right) Proposed Streetscaping

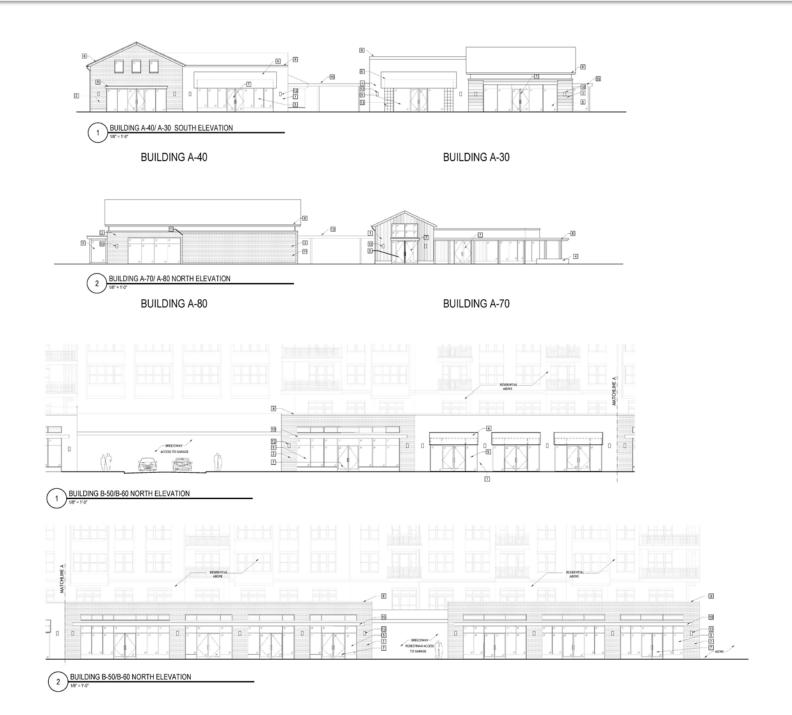
(left) Main Entrance on Lawrenceville Hwy., Grocery Store



N. 8 Z-22-1245595 Sign Plan

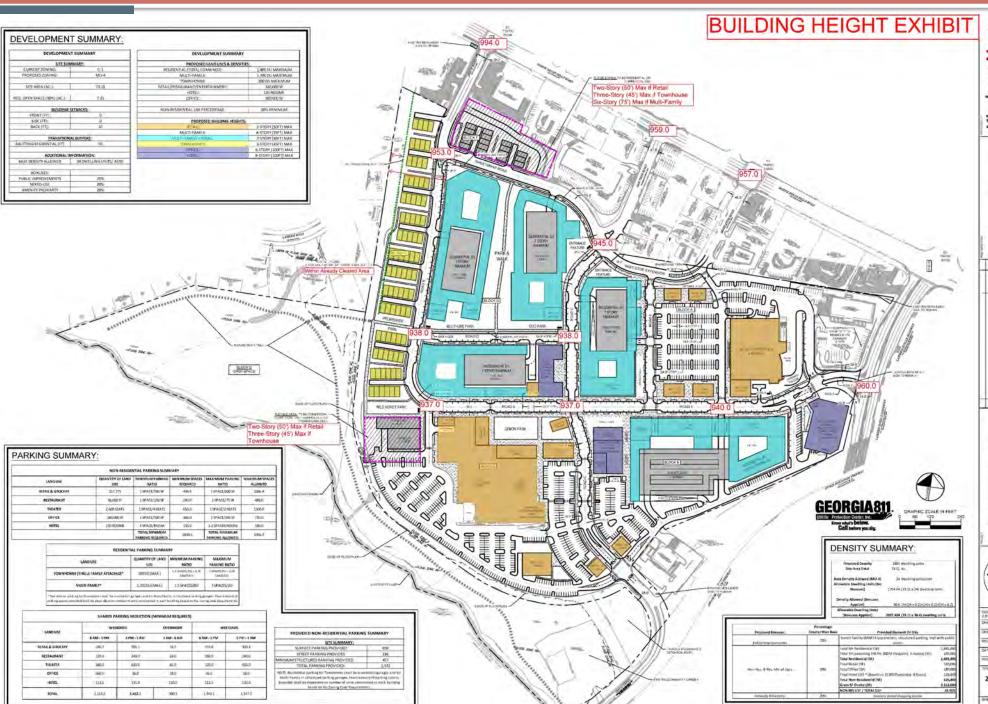


Building Elevations



N. 8 Z-22-1245595

Building Height



Kimley » Horn

NDM (EDENS), LLC

NORTH DEKALB MALL
REDEVELOPMENT
BODG LANGEBORDER (BA 2002)



DESIGNED BY

CHEVELING COCCOXXX

DESIGNED BY

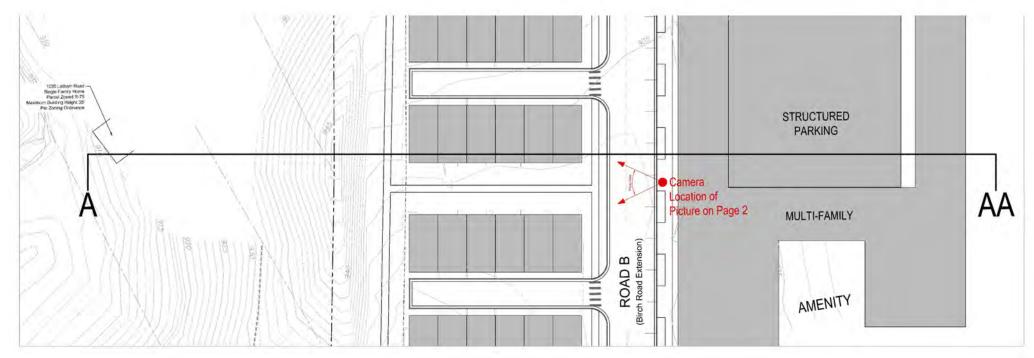
CHEVELING DBY

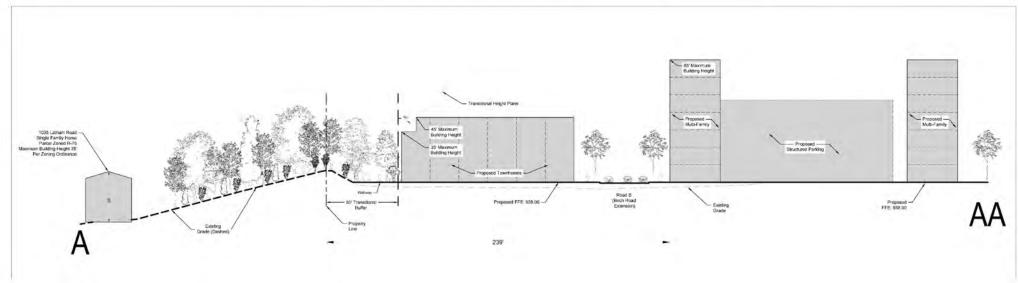
QUYE

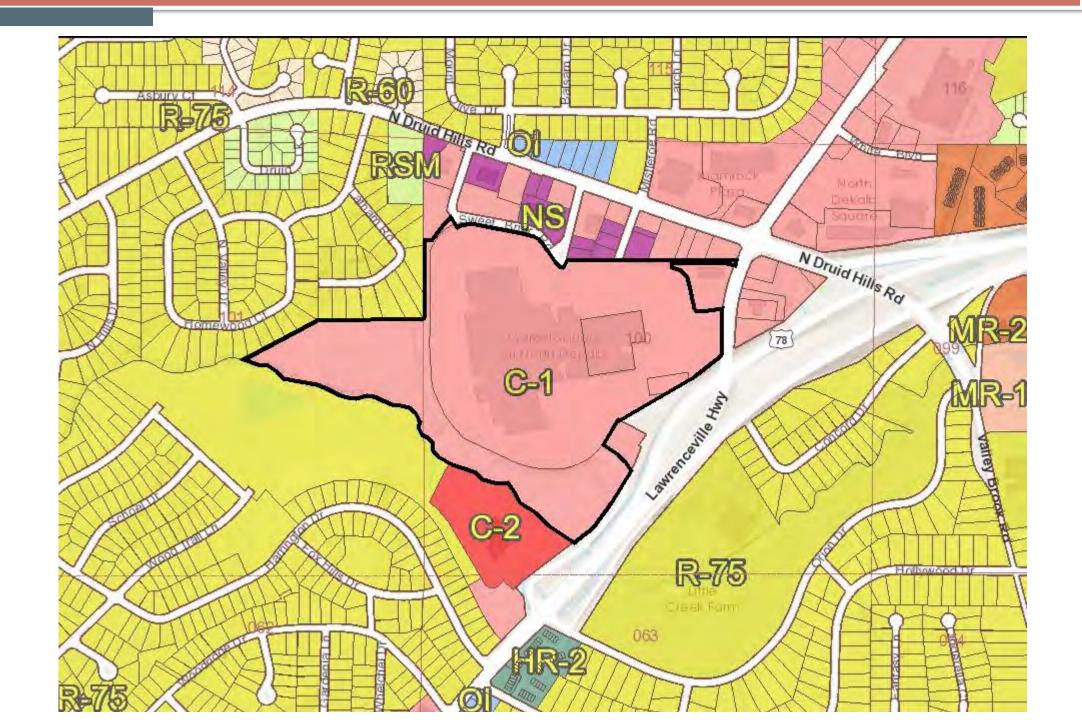
ZONING SITI

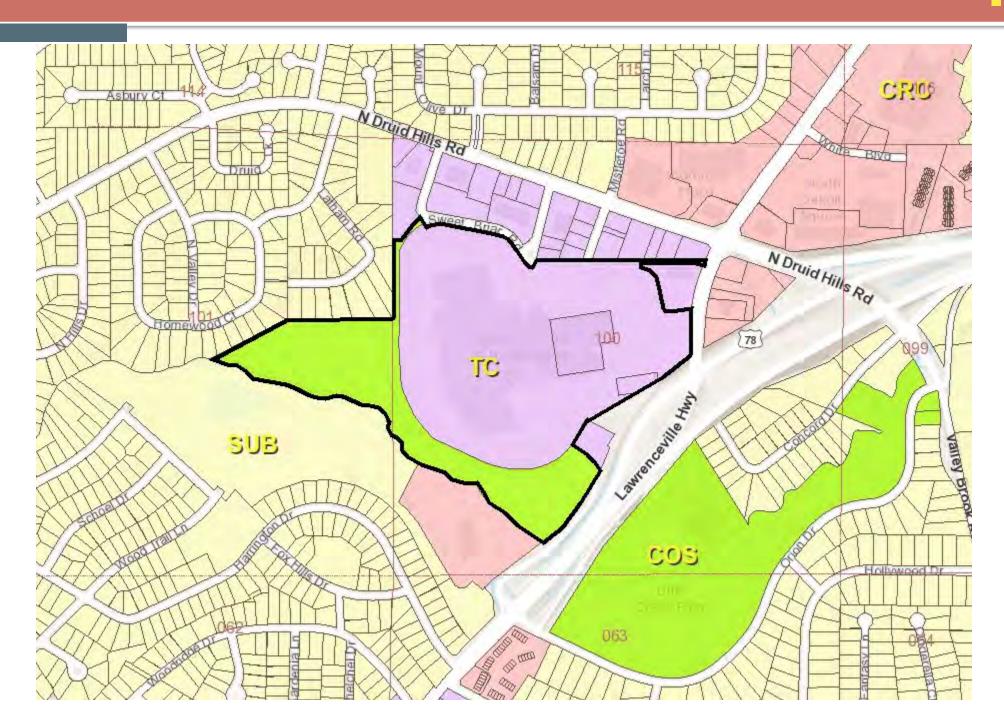
C1-50

Building Height

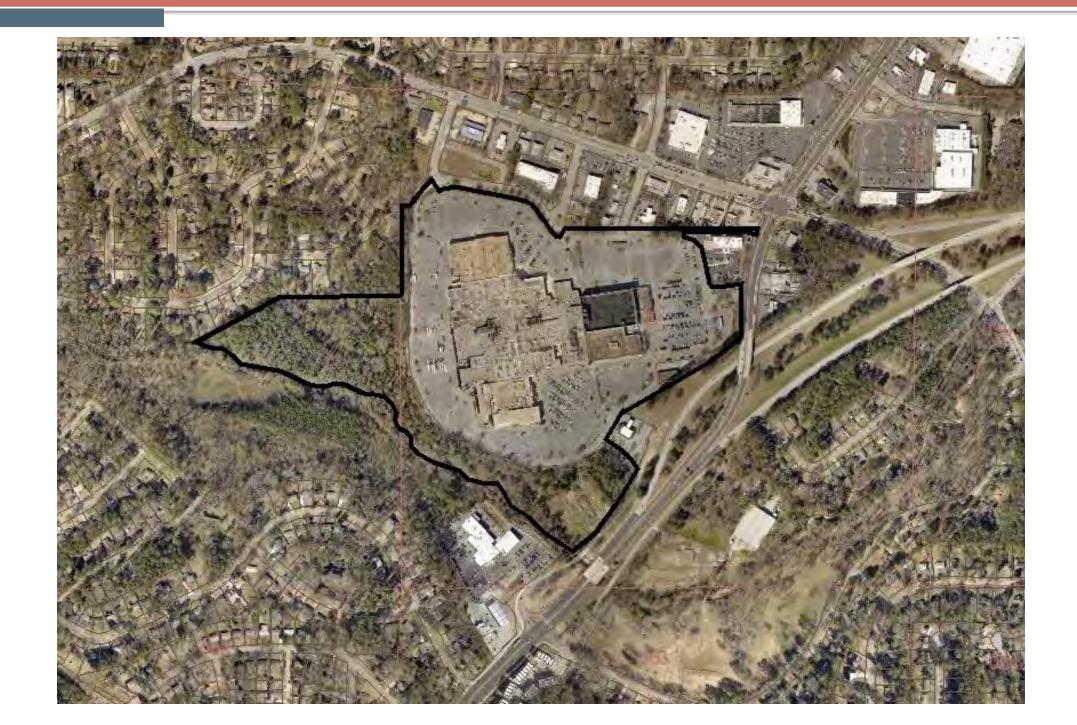








N. 8 Z-22-1245595 Aerial View



N. 8 Z-22-1245595 Site Photos



Subject Propoerty -- Main Entrance on Lawrenceville Highway

N. 8 Z-22-1245595 Site Photos



Subject Property -- View from North Druid Hills Road



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: April 13, 2022

TO: Chairman Robert Patrick, Dekalb County

ATTN TO: Larry Washington, Planning Administrator, Dekalb County

FROM: Mike Alexander, Director, ARC Center for Livable Communities

RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies, and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: North Dekalb Mall Redevelopment DRI 3582

Submitting Local Government: Dekalb County

<u>Date Opened</u>: March 21, 2022 <u>Date Closed:</u> April 13, 2022

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

Comments:

Key Comments

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

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

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

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

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

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

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

General Comments

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

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

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

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

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

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

ARC Natural Resource Group Comments

ARC's Natural Resource Group comments are attached.

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

Other Environment Comments

The project can further support The Atlanta Region's Plan by incorporating other aspects of regional environmental policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages. Adequate tree canopy to reduce the urban heat island effect of the roughly 900 surface parking spaces proposed would also reinforce regional heat and climate change mitigation goals. Inclusion of additional EV charging stations would be supportive of regional EV infrastructure development plans.

Dekalb County Comments

Dekalb County comments are attached.

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

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

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

Unified Growth Policy: Maturing Neighborhoods

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

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

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

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

GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CITY OF TUCKER
CITY OF AVONDALE ESTATES

GEORGIA CONSERVANCY
CITY OF DECATUR
MARTA

DEKALB COUNTY
CITY OF CLARKSTON
CITY OF ATLANTA

TUCKER - NORTHLAKE COMMUNITY IMPROVEMENT DISTRICT

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



Developments of Regional Impact

DRI Home Tier Map **View Submissions Apply** <u>Login</u>

DRI #3582

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: DeKalb County Individual completing form: Larry Washington

Telephone: 404-275-4198

E-mail: Lwashington@DeKalbcountyga.gov

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

Proposed Project Information

Name of Proposed Project: North DeKalb Mall Redevelopment

Location (Street Address, GPS 2050 Lawrenceville Highway Decatur GA 30033 Coordinates, or Legal Land Lot Description):

developer/applicant? If yes, property owner: Is the proposed project entirely

located within your local government's jurisdiction?

Brief Description of Project: Description :Mixed use development that consist of retail,office,hotel ,multi-family and townhouses. The development program is as follows: Retail: 300,000 SF Office:

200,000 SF Hotel: 150 Rooms Multi-Family: 1,700 Units Townhouses: 100 Units

Development Type:			
(not selected)	Hotels	Wastewater Treatment Facilities	
Office	Mixed Use	Petroleum Storage Facilities	
Commercial	Airports	Water Supply Intakes/Reservoirs	
Wholesale & Distribution	Attractions & Recreational Facilities	Intermodal Terminals	
Hospitals and Health Care Facilities	Post-Secondary Schools	Truck Stops	
Housing	Waste Handling Facilities	Any other development types	
Industrial	Quarries, Asphalt & Cement Plants		
If other development type, describe:			
Project Size (# of units, floor area, etc.): 1,800			
Developer: ED	M Edens, LLC (Jim McKenney		
Mailing Address: 3050 Peachtree Road, NW Suite 580			
Address 2:			
City	r:Atlanta State: GA Zip:30305		
Telephone: 770	770.569.5509		
Email: jmo	jmckenney@edens.com		
Is property owner different from			

(not selected) Yes No

(not selected) Yes No



GRTA DRI Page | ARC DRI Page | RC Links | DCA DRI Page

DRI Site Map | Contact



Developments of Regional Impact

DRI Home

Tier Map

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DRI #3582

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

Submitting Local Government: DeKalb County

Individual completing form: Larry Washington

Telephone: 404-275-4198

Email: Lwashington@DeKalbcountyga.gov

Project Information

Name of Proposed Project: North DeKalb Mall Redevelopment

DRI ID Number: 3582

Developer/Applicant: EDM Edens, LLC (Jim McKenney

Telephone: 770.569.5509

Email(s): jmckenney@edens.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional

(not selected) Yes No

review process? (If no, proceed to Economic

Impacts.)

If ves, has that additional

information been provided (not selected) Yes No to your RDC and, if applicable, GRTA?

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:

\$800,000,000

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

11.000.000

Is the regional work force sufficient to fill the demand

(not selected) Yes No

created by the proposed project?

Will this development (not selected) Yes No displace any existing uses?

If yes, please describe (including number of units, square feet, etc): 608,671 SF of vacant and leased mall space will be demolished.

Water Supply

Name of water supply

DeKalb County

provider for this site: What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.68 MGD	
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No	
If no, describe any plans to e	expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No	
If yes, how much additional	line (in miles) will be required?	
	Wastewater Disposal	
Name of wastewater treatment provider for this site:	DeKalb County	
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.82 MGD	
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No	
If no, describe any plans to e	expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No	
If yes, how much additional I	ine (in miles) will be required?	
	Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	15,748 net daily trips,1,060 net AM peak trips,918 net peak trips	
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No	
Are transportation improvements needed to serve this project?	(not selected) Yes No	
If yes, please describe below	v:Please refer to the traffic study prepared by Kimley-Horn and Associates.	
Solid Waste Disposal		
·		
How much solid waste is the project expected to generate annually (in tons)?	17,241 tons	
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No	
If no, describe any plans to expand existing landfill capacity:		
Will any hazardous waste be generated by the development?	(not selected) Yes No	
If yes, please explain:		
What percentage of the site	Stormwater Management	

What percentage of the site +/-74% 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: The proposed development will utilize buffers, detention, runoff reduction or water quality as necessary to meet the DeKalb County and the State of Georgia stormwater requirements for the site.		
Environmental Quality		
Is the development located within, or likely to affect any of the following:		
Water supply watersheds?	(not selected) Yes No	
2. Significant groundwater recharge areas?	(not selected) Yes No	
3. Wetlands?	(not selected) Yes No	
4. Protected mountains?	(not selected) Yes No	
5. Protected river corridors?	(not selected) Yes No	
6. Floodplains?	(not selected) Yes No	
7. Historic resources?	(not selected) Yes No	
8. Other environmentally sensitive resources?	(not selected) Yes No	
If you answered yes to any question above, describe how the identified resource(s) may be affected: Note#6: Site is located adjacent to,but not impacting a floodplain of the South Fork Peachtree Creek.		
Back to Top		

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DRI Site Map | Contact



regional impact + local relevance

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #3582

DRI Title North DeKalb Mall Redevelopment

County DeKalb County

City (if applicable)

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

North Druid Hills Road

Proposed Development Type: It is proposed to develop 100 townhome units, 1,700 units of multifamily

residential units, 150 room hotel. 180,000 sf of office space, and 320,000 sf of retail

space.

Build Out: 2028

Review Process EXPEDITED

NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division

Staff Lead Aries Little

Copied Marquitrice Mangham

Date March 21, 2022

TRAFFIC STUDY

Prepared by Kimley-Horn

Date March 17, 2022

REGIONAL TRANSPORTATION PLAN PROJECTS

Orion Drive.

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?
XES (provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)
The traffic analysis does incorporate a list of projects on page 18. However, the project list should include the North Druid Hill Bridge Replacement over CSX from Spring Creek Road to Willivee Drive (DK-475). The construction phase is currently programmed in FY 2025.
☐ NO (provide comments below)
Click here to provide comments.
REGIONAL NETWORKS
02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?
A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.
□ NO
XES (identify the roadways and existing/proposed access points)
Regional Thoroughfares Lawrenceville Highway (US 29/SR 8) and Stone Mountain Freeway (US 78/SR 410) are perpendicular to- and/or connected via North Druid Hills to the development's proposed access points located at Birch Road, Oak Tree Road, Mistletoe Road, Mall Driveway and

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.

\times	NO
	YES (identify the roadways and existing/proposed access points)
	Click here to provide comments.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

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

NOT APPLICABLE (nearest station more than one mile away)	
RAIL SERVICE WITHIN ONE MILE (provide additional information below)	
Operator / Rail Line	
Nearest Station	Click here to enter name of operator and rail line
Distance*	☐ Within or adjacent to the development site (0.10 mile or less)
	☐ 0.10 to 0.50 mile
	0.50 to 1.00 mile
Walking Access*	Sidewalks and crosswalks provide sufficient connectivity
	Sidewalk and crosswalk network is incomplete
	Not applicable (accessing the site by walking is not consistent with the type of development proposed)
	Click here to provide comments.
Bicycling Access*	$\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ $

	Low volume and/or low speed streets provide connectivity
	☐ Route follows high volume and/or high speed streets
	Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)
Transit Connectivity	Fixed route transit agency bus service available to rail station
	Private shuttle or circulator available to rail station
	No services available to rail station
	Not applicable (accessing the site by transit is not consistent with the type of development proposed)
	Click here to provide comments.

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

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

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

	NOT APPLICABLE (rail service already exists)
	NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
\boxtimes	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 (near	rest bus, shuttle or circulator stop more than one mile away)
SERVICE WITHIN ONE	MILE (provide additional information below)
Operator(s)	MARTA
Bus Route(s)	Routes 8, 75, and 123
Distance*	igwedge Within or adjacent to the development site (0.10 mile or less)
	☐ 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

		hich provides rail and/or fixed route bus service operate anywhere within the development site is located?
or prej can he compr serving nature to the ensure any ro	fer not to drive, ed for reduce traffic te en	developments and transit services provide options for people who cannot expand economic opportunities by better connecting people and jobs, and congestion. If a transit agency operates within the jurisdiction and a cons plan update is undertaken, the agency should give consideration to the evaluation of future routes, bus stops and transfer facilities. If the event is amenable to access by transit, walking or bicycling, but direct service be or cost effective, the transit agency and local government(s) should and bicycling access accessibility is provided between the development and the mile radius. The applicable local government(s) is encouraged to make adding priority for future walking and bicycling infrastructure improvements.
□ NO		
∑ YES	5	
	currently provide ion of the develo	es rail services within DeKalb County and fixed route bus services within the opment site.
	evelopment site	is within one mile of an existing multi-use path or trail, provide information ns.
who co and jo or trai faciliti	annot or prefer n bs, and can help I is available nea es is a challenge,	developments and walking/bicycling facilities provide options for people ot to drive, expand economic opportunities by better connecting people reduce traffic congestion. If connectivity with a regionally significant path rby, but walking or bicycling between the development site and those the applicable local government(s) is encouraged to make the route a ure walking and bicycling infrastructure improvements.
⊠ NO	T APPLICABLE (n	earest path or trail more than one mile away)
	connected to Pi	's approximate location is adjacent to Outer Loop/ Creek Trail which is ne Forest Trail, Hardwood Forest Trail, and Beaver Pond Trail. Currently, ct and feasible access from the site to the trail(s).
YES	S (provide additio	anal information below)
Na	me of facility	Click here to provide name of facility.
Dis	tance	☐ Within or adjacent to development site (0.10 mile or less)
		0.15 to 0.50 mile
		0.50 to 1.00 mile

☐ Sidewalks and crosswalks provide connectivity

Walking Access*

	Sidewalk and crosswalk network is incomplete
	Not applicable (accessing the site by walking is not consistent with the type of development proposed)
Bicycling Access*	Dedicated lanes or cycle tracks provide connectivity
	Low volume and/or low speed streets provide connectivity
	Route uses high volume and/or high-speed streets
	Not applicable (accessing the site by bicycling is not consistent with the type of development proposed
* Following the most of development site	lirect feasible walking or bicycling route to the nearest point on the
OTHER TRANSPORTATION DESIG	N CONSIDERATIONS
09. Does the site plan provide for connections with adjacent p	or the construction of publicly accessible local road or drive aisle parcels?
arterial or collector roadwo	ous routes to move between developments without using the adjacent ay networks can save time and reduce congestion. Such opportunities proactively incorporated into development site plans whenever possible.
YES (connections to adju	acent parcels are planned as part of the development)
YES (stub outs will make	e future connections possible when adjacent parcels redevelop)
NO (the site plan preclu	des future connections with adjacent parcels when they redevelop)
OTHER (Please explain)	
10. Does the site plan enable pe development site safely and	edestrians and bicyclists to move between destinations within the I conveniently?
reliance on vehicular trips, plans should incorporate w destinations. To the extent	bicyclists to move within the site safely and conveniently reduces which has congestion reduction and health benefits. Development site well designed and direct sidewalk connections between all key practical, bicycle lanes or multiuse paths are encouraged for large igh volumes of bicyclists and pedestrians are possible.
	d on all key walking routes and both sides of roads whenever practical and o major issues navigating the street network)
PARTIAL (some walking comprehensive and/or o	and bicycling facilities are provided, but connections are not 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)
	Th rec	is the site plan provide the ability to construct publicly accessible bicycling and walking nections with adjacent parcels which may be redeveloped in the future? The ability for walkers and bicyclists to move between developments safely and conveniently duces reliance on vehicular trips, which has congestion reduction and health benefits. Such a portunities should be considered and proactively incorporated into development site plans the neever possible.
L		VEC (as a postion at a redirector as well are a planted as a part of the development)
L F	\boxtimes	YES (connections to adjacent parcels are planned as part of the development) YES (stub outs will make future connections possible when adjacent parcels redevelop)
Г	 	NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
Г	_	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)
f	Th oft are	is the site plan effectively manage truck movements and separate them, to the extent possible, in the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding dinetwork? The ability for delivery and service vehicles to efficiently enter and exit major developments is sten key to their economic success. So is the ability of visitors and customers being able to move ound safely and pleasantly within the site. To the extent practical, truck movements should be gregated by minimizing the number of conflict points with publicly accessible internal roadways, dewalks, 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)
	\boxtimes	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)
	X 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.
	 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

7	$oldsymbol{V}$	Λ	ı	-
		-		•

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	NORTH DRUID HILLS BRIDGE REPLACEMENT OVER CSX RAILROAD FROM SPRING CREEK ROAD TO WILLIVEE DRIVE	Spring Creek Rd Springwood Dr Creek Park Rd Burnt Fork Creek Rd		
GDOT Project No.	0017991	N Druid Hambourgale		
Federal ID No.	N/A			
Status	Programmed	a double till and		
Service Type	Roadway / Bridge Upgrade	Ridge Neld Te		
Sponsor	DeKalb County	Willivee Dr.		
Jurisdiction	DeKalb County	0 w.0.1 0.2 Miles		
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	Nov DI		
Existing Thru Lane	N/A LCI	Network Year TBD		
Planned Thru Lane	N/A Flex	Corridor Length N/A miles		
Detailed Description a	nd Justification			
	s to replace the existing deficient bridge over the CSX Railro y left turn lane as well as 10-foot multi-use trails along both			

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

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





NORTH DEKALB MALL REDEVELOPMENT DRI

DeKalb County Natural Resources Group Review Comments March 21, 2022

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

Watershed Protection

The project property is located in the Peachtree Creek watershed, which is in the portion of the Chattahoochee River watershed drains into the Chattahoochee River Corridor. Peachtree Creek drains into the Chattahoochee downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest proposed public water supply intake on the Chattahoochee.

Stream Buffers

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

Stormwater/Water Quality

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

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

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

Donald Shockey

From: Donald Shockey

Sent: Tuesday, April 5, 2022 2:26 PM

To: Smith, Sylvia **Cc:** Keeter, Patrece

Subject: RE: 2022 North DeKalb Mall DRI 3582 Comments - Sweet Briar Road

Hi Syliva,

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

Best,

Donald Shockey

Donald P. Shockey, AICP, LEED GA

Plan Review Manager, Community Development
Atlanta Regional Commission
P | 470.378.1531

DShockey@atlantaregional.org
atlantaregional.org
International Tower
229 Peachtree Street NE | Suite 100
Atlanta, Georgia 30303

From: Smith, Sylvia <sasmith@dekalbcountyga.gov>

Sent: Monday, April 4, 2022 4:57 PM

To: Donald Shockey < DShockey@atlantaregional.org>

Cc: Keeter, Patrece <pgkeeter@dekalbcountyga.gov>; Hudson, Cedric <chudson@dekalbcountyga.gov>

Subject: 2022 North DeKalb Mall DRI 3582 Comments - Sweet Briar Road

Hi Donald,

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

Thanks,

Sylvia Smith

Long Range Planning Manager

Donald Shockey

Subject: FW: North DeKalb Mall DRI comments

Get Outlook for iOS

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

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

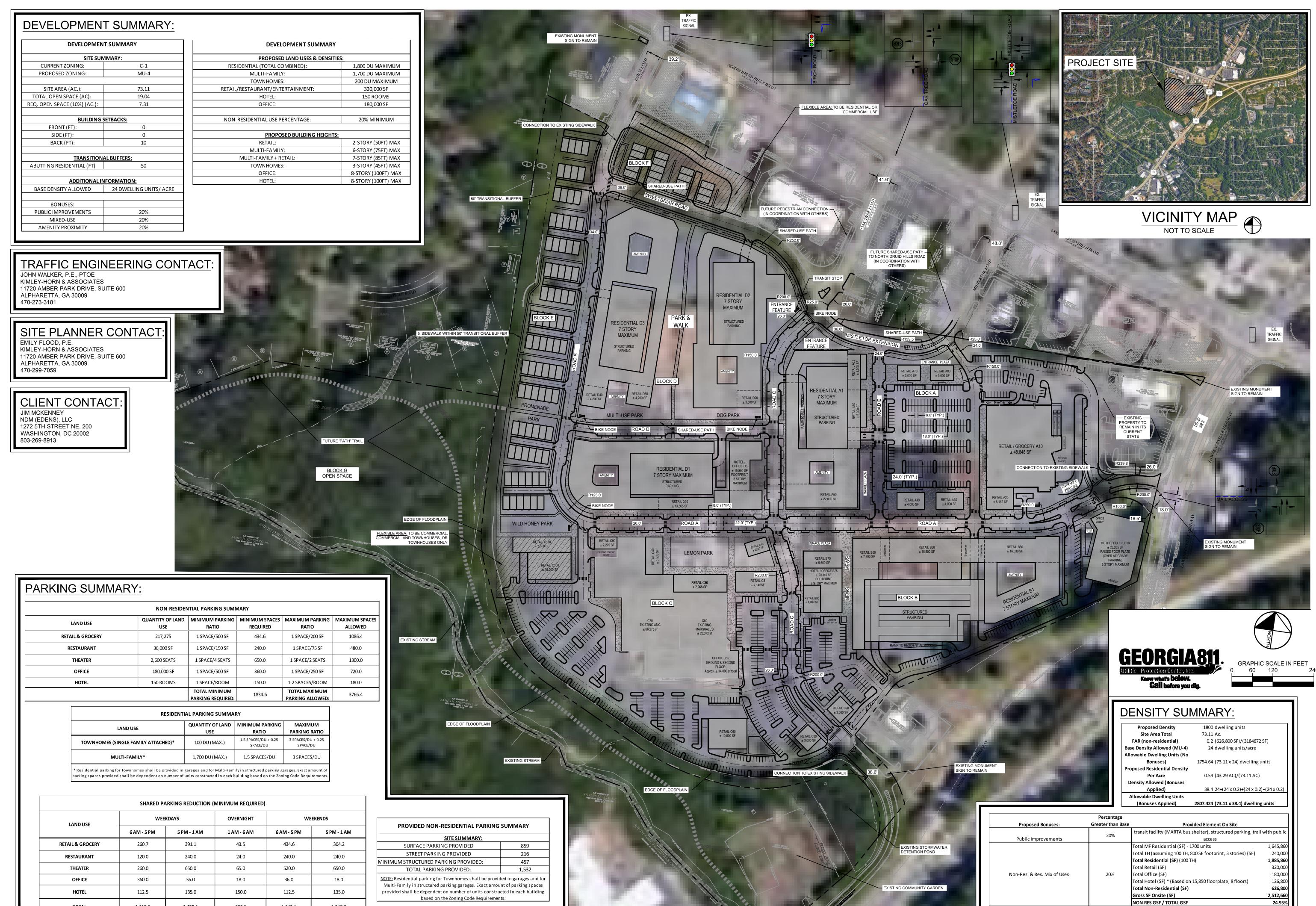
To: Donald Shockey < <u>DShockey@atlantaregional.org</u>>

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

Subject: North DeKalb Mall DRI comments

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

Regards-Patrece Keeter Engineering Manager PW-Transportation Division



DIEWY HOUSE INC.
20 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
BHONE (770) 640-4780

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

MALL ENT

DRI #3582 NORTH DEKALB MA REDEVELOPMENT

GSWCC NO. (LEVEL II) 00000XXXXX

DRAWN BY CLH

DESIGNED BY CLH

REVIEWED BY TML

PROJECT NO. 018381014

TITLE

ZONING SITE

PLAN
SHEET NUMBER
C1-50

Amenity Proximity

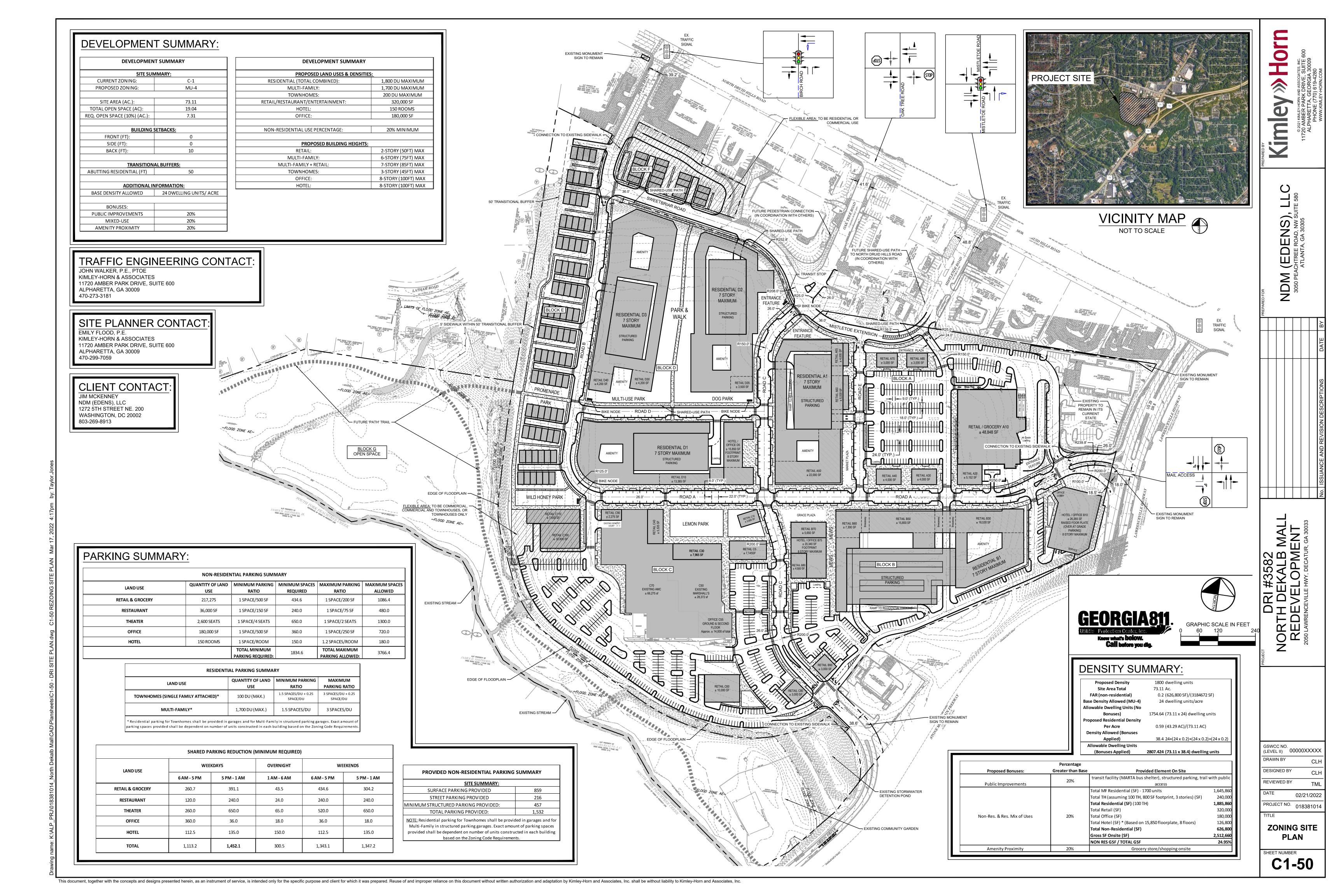
1,347.2

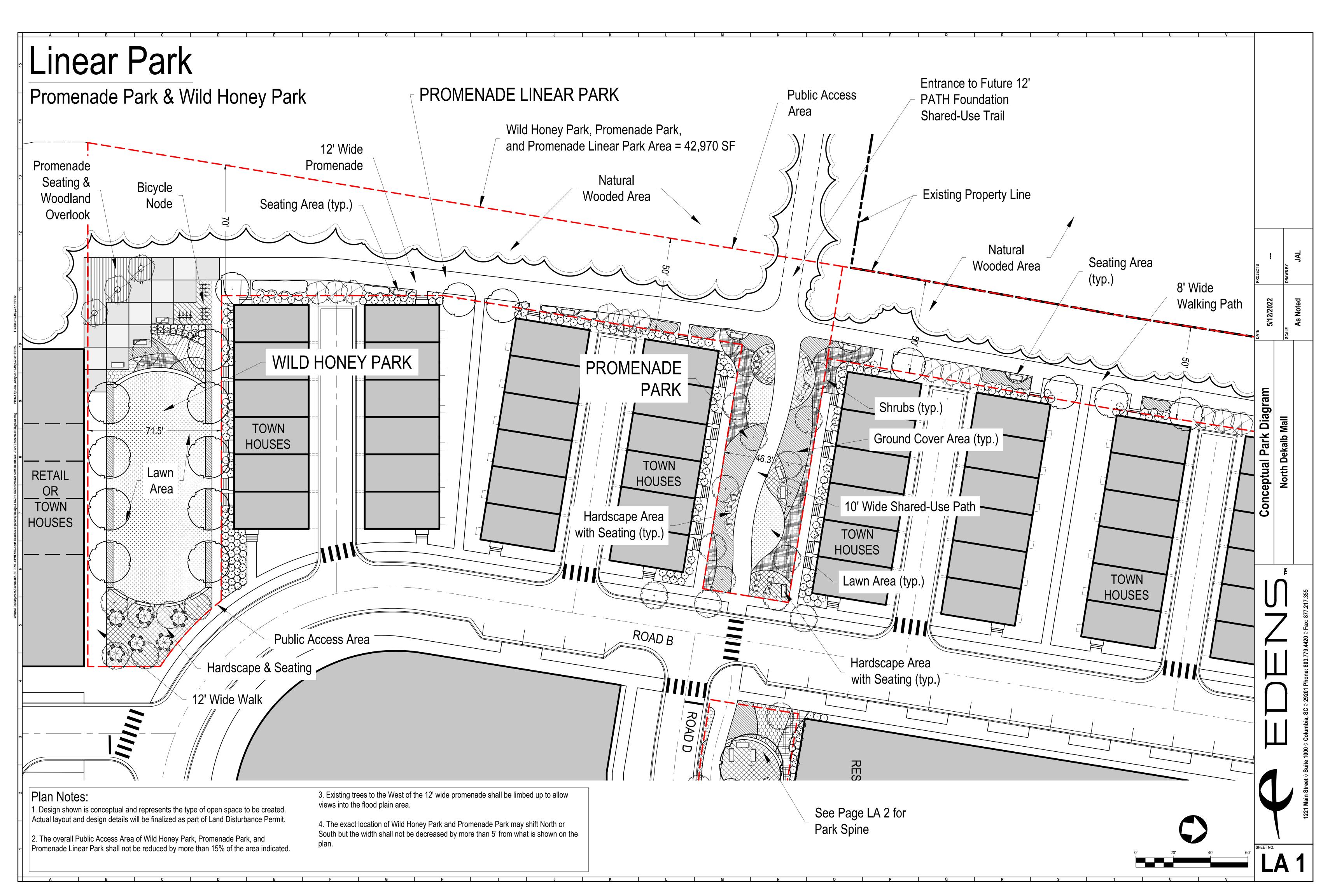
1,113.2

1,452.1

300.5

1,343.1





Park Spine Multi-Use Park & Dog Park Ground Cover Area (typ.) Walking Path Shrubs (typ.) Shrubs (typ.) 무로 Multi-Use Park STRUCTURED Area = 25,620 SF PARKING Seating Area (typ.) RESIDENTIAL **AMENITY** MULTI-USE PARK North Dekalb Mall Public Access Lawn Area Conceptu Area RESIDENTIAL RESIDENTIAL RESIDENTIAL RESIDENTIAL Bike Node **AMENITY** Dog Park Hardscape Area DOG PARK Area = 12,115 SF with Seating (typ.) Play Hills ROAD ROADD ROAD D Ornamental Public Access Seating (typ.) Fence Area Hardscape Area 10' Wide 10' Wide See Page LA1 with Seating (typ.) Shared-Use Path Shared-Use Path for Linear Park Raised Crosswalk Plan Notes: 3. The exact location and configuration of the Multi-Use Park and the Dog Park within 1. Design shown is conceptual and represents the type of open space to be created. Actual layout and design details will be finalized as part of Land Disturbance Permit. Block D may be changed as allowed by the Zoning Conditions. 2. The overall Public Access Area for the Multi-Use Park and the Dog Park may not be reduced by more than 15% of the area indicated.

Lemon Park & Festival Area

