Brian Wismer, Chairman
Lucy Dolan, V. Chairman
G. Leah Davis
Rob Hall
Miller Radford
Jeanne Rast
Cliff Thomas

**Planning Commission Meeting**

700 Doug Davis Drive
Hapeville, GA 30354

January 17, 2023 6:00 PM

**AGENDA**

**1. Call to Order**

**2. Roll Call**

Brian Wismer, Chairman
Lucy Dolan, V. Chairman
G. Leah Davis
Rob Hall
Miller Radford
Jeanne Rast
Cliff Thomas

**3. Election of Officers**

3.I. Election of Vice Chairman

3.II. Election of Chairman

**4. Approval of Minutes**

4.I. Minutes of November 8, 2022

**Documents:**

1. Minutes - 11-08-2022_draft

**5. Old Business**

5.I. 2023 Planning Commission Meeting Schedule (Revised)

**Background:**

Consideration and action to approve the revised 2023 Planning Commission meeting schedule. Due to the City Council's schedule, the meeting scheduled for July 18, 2023, has been changed to July 11, 2023, and the meeting scheduled on August 8, 2023, has been changed to August 15, 2023. The Planning Commission approved this item on November 8, 2022.

**Documents:**

1. 2023 Meeting Date and Submittal Deadline Schedule_rev. 12.19.22

**6. New Business**

6.I. 3166 Dogwood Drive Site Plan Review

**Background:**

Darrell Harris of D. Harris Construction is requesting site plan review to construct a 2,994 square foot commercial building at 3166 Dogwood Drive (Parcel ID: 14-0094-0002-087-3). The property is zoned V, Village.

**Documents:**

1. Application - 3166 Dogwood Drive_Site Plan_Redacted
2. Plans - 3166 Dogwood Dr._Site Plan
3. Planner's Report - 3166 Dogwood Dr._Site Plan
4. Engineer's Report - 3166 Dogwood Drive Concept Site Plans Review -1
5. Arborist Report - 3166 Dogwood Drive_Site Plan
6. Fire Marshal's Report - 3166 Dogwood Dr._Site Plan

6.II. 3558-3668 Elm St., 522-530 Porsche Ave., 543-573 College St., 3560-3572 Perkins St., 0 Perkins St. Preliminary Plat Review

**Background:**

Phil Carson of MCRT Investments, LLC is requesting preliminary plat review to combine 18 parcels into two (2) at 3558-3668 Elm St. (Parcel ID's: 14-0096-0005-002-7, 14-0096-0005-003-5, 14-0096-0005-023-3, 14-0096-0005-002-7, 14-0096-0005-006-8, 14-0096-0005-007-6, 14-0096-0005-017-5, 14-0096-0005-022-5), 522-530 Porsche Ave. (Henry Ford II Ave.), (Parcel ID's: 14-0095-0001-009-7 and 14-0095-0001-028-7), 543-573 College St. (Parcel ID's: 14-0095-0001-031-1, 14-0095-0001-015-4, 14-0095-0001-014-7, 14-0095-0001-013-9, 14-0095-0001-012-1) 3560 and 3572 Perkins St., 0 Perkins St. (Parcel ID's: 14-0095-0001-011-3, 14-0095-0001-018-8, 14-0095-0001-033-4) for the purpose of constructing a mixed-use, multifamily and retail development. The properties are zoned RMU, Residential Mixed Use.

**Documents:**

1. Application - 3558 Elm Street_Preliminary Plat_Redacted
2. Plans- 3558 Elm Street - Modera Hapeville_Combination Plat
3. Planners Report 3558 Elm Subdivision
4. Engineer's Report - 3558 Elm Street Preliminary_Plat Review -1

6.III. 3558-3668 Elm St., 522-530 Porsche Ave., 543-573 College St., 3560-3572 Perkins St., 0 Perkins St. Site Plan Review

**Background:**

Phil Carson of MCRT Investments, LLC is requesting site plan review to construct a mixed-use development at 3558-3668 Elm St. (Parcel ID's: 14-0096-0005-002-7, 14-0096-0005-003-5, 14-0096-0005-023-3, 14-0096-0005-002-7, 14-0096-0005-006-8, 14-0096-0005-007-6, 14-0096-0005-017-5, 14-0096-0005-022-5), 522-530 Porsche Ave. (Henry Ford II Ave.), (Parcel ID's: 14-0095-0001-009-7 and 14-0095-0001-028-7), 543-573 College St. (Parcel ID's: 14-0095-0001-031-1, 14-0095-0001-015-4, 14-0095-0001-014-7, 14-0095-0001-013-9, 14-0095-0001-012-1) 3560 and 3572 Perkins St., 0 Perkins St. (Parcel ID's: 14-0095-0001-011-3, 14-0095-0001-018-8, 14-0095-0001-033-4). The properties are zoned RMU, Residential Mixed Use and are subject to the design requirements for Commercial/Mixed Use Area of the Architectural Design Standards.

**Documents:**

1. Application - 3558 Elm Street_Site Plan_Redacted
2. Plans - 3558 Elm St. - Modera Hapeville_Site Plan
3. Planners Report Site Plan Review 3558 Elm
4. Engineer's Report - 3558 Elm Street Concept Site Plans Review 1
5. Arborist Report - 3558 Elm Street_1.11. 23 Modera - Checklist 1st Arborist Review
6. Fire Marshal's Report - 3558 Elm Street_Site Plan

6.IV. Willingham Corridor Improvement Study Resolution 2023-01

**Background:**

Consideration to recommend the Mayor and Council accept the Willingham Drive Corridor Improvement Study.

The Aerotropolis Atlanta, in conjunction with the City of Hapeville, the City of College Park and the City of East Point, had an improvement study prepared for the Willingham Drive Corridor. The study included developing a vision for the future area, identifying potential

catalytic sites, identifying potential public investment, highlighting the Flint River, and creating an area that connects the Tri-Cities.

**Documents:**

1. Willingham Corridor Improvement Study_Final Draft_12-29-21
2. Willingham Drive Corridor Study Resolution_2023_draft
3. Planners Report Willingham LCI Study

6.V. Zoning Map Amendment Text Amendment

**Background:**

Consideration of a text amendment to update the zoning map.

**Documents:**

1. Hapeville Zoning Map_20230221
2. Planners Report 2023 Zoning Map Update

**7. Next Meeting Date - February 13, 2023 at 6:00 PM**

**8. Adjourn**

Brian Wismer, Chairman
Lucy Dolan, Vice Chairman
G. Leah Davis
Rob Hall
Miller Radford
Jeanne Rast
Cliff Thomas

**Planning Commission Meeting**
**700 Doug Davis Drive**
**Hapeville, Georgia 30354**

**November 8, 2022 6:00 PM**

**MINUTES**

**1. Called to Order at 6:06 PM.**

**2. Roll Call**
Brian Wismer, Chairman
Lucy Dolan, Vice Chairman
G. Leah Davis
Rob Hall
Miller Radford
Jeanne Rast
Cliff Thomas

**3. Approval of Minutes**

**3.I. Minutes of October 11, 2022**
**MOTION ITEM: Rob Hall made a motion to approve the minutes of October 11, 2022, as submitted. Leah Davis seconded the motion. Motion carried: 6-0.**

**4. New Business**

**4.I. 464 Porsche Ave., 0 S. Central Ave., 0 South Street Preliminary Plat Review**
Background:
David Bivens of SCP Acquisitions, LLC requested preliminary plat review to construct a mixed-use development at 464 Porsche Avenue (ID: 14 009600050118), 0 S. Central Avenue (ID: 14 009600050183), and 0 South Street (ID: 14 0096 LL0502). The properties are zoned U-V (Urban Village).

The request included combining two tracts (three parcels) into one parcel for the purpose of constructing a mixed-use, multi-family and retail development with 220 luxury apartments and 3,000 SF of retail sited on 6.127 acres along Porsche Avenue. There will be two 5 story/64' high buildings, an amenity area, dog park, and a pool. A trail is shown on the former Norfolk Southern rail spur running between Porsche Ave and Loop Road. The properties are a mix of vacant land and non-conforming Light Industrial.

**Findings:**
Interior lot lines should be removed with total acreage shown.

The applicant should address any outstanding issues raised in the Engineer's report. Once the necessary revisions are made, the preliminary plat may be approved with the understanding the applicant shall comply with all other zoning rules, regulations, covenants, and easements of record.

Public Comment: None.

**MOTION ITEM: Cliff Thomas made a motion to approve the preliminary plat for 464 Porsche Avenue, 0 S. Central Avenue, and 0 South Street subject to the deficiencies outlined in the Staff reports. Motion Carried: 6-0.**

**4.I. 464 Porsche Ave., 0 S. Central Ave., 0 South Street Site Plan Review**
Background:
SCP Acquisitions, LLC requested site plan review to construct a mixed-use development at 464 Porsche Avenue (ID: 14 009600050118), 0 S. Central Avenue (ID: 14 009600050183), and 0 South Street (ID: 14 0096 LL0502). The properties are zoned U-V (Urban Village) and are subject to the requirements for Commercial Mixed-Use section of the Architectural Design Standards.

The applicant is seeking to construct a 5 story, multi-use multi-family and retail development with approximately 220 multi-family units and 3,000 SF of retail on 6.706 acres sited on a 6.127-acre consolidated lot encompassing 0 Porsche Ave (14 009600050183 and 14 0096 LL 0502) and 464 Porsche Ave (14 009600050118). The proposed development includes 3 buildings, an amenity area, dog park, pool, on site surface parking, and future linear trail.

The project is located in the Eastern Gateway Corridor of the LCI Study adopted by the City in 2017.

**Summary of Findings:**
The site plan is deficient for zoning in the following areas:

- Ensure any balconies do not encroach beyond the property line.
- Provide bicycle / moped parking not shown.
- Provide dimensions between trees not provided along Porsche Ave (30').
- Provide Sec. 93-11.2-12. - Commercial design ground floor requirements.
- Provide missing sidewalk on northeast portion along Porsche Drive.
- Provide missing cross sections.
- Seek variance for excess of 110% of parking
- Provide loading space.

- Add one more accessible space on-site (in addition to the one off street parking space)
- Provide impervious surface by type. Coverage should include all impervious surface and breakdown by type (building, parking, driveway).
- Call out materials and include on eastern most entrance/exit.

It is not clear whether the GDOT will require an accel/decel lane which may impact the site plan. The applicant should confirm with GDOT and the City Engineer.

The building elevations will be reviewed by the Design Review Committee for compliance with the Architectural Design Standards.

Once the Applicant has addressed all of the Planner's, Engineer's, Fire Marshall's and Arborist's comments to come into compliance with Code, the plan may be approved.

Commissioner Davis expressed concerns regarding the potential for traffic congestion and asked if a traffic study had been completed. Mr. Bivens stated that a traffic study had been conducted and included a recommendation for a decel lane to mitigate potential traffic congestion along Porsche Avenue.

Commissioner Hall inquired about the areas planned for resident and guest parking. Mr. Bivens stated that parallel parking for guest and retail customers is planned along Porsche Avenue.

Commissioner Dolan commented on the number of handicapped spaces and accessibility via ADA paths. Mr. Bivens stated eight handicapped spaces are provided, and all walkways/sidewalks are ADA accessible.

There was a discussion regarding the parallel parking along Porsche Avenue. The overall consensus favored parallel parking, as indicated in the plan.

Public Comment: None.

**MOTION ITEM: Jeanne Rast made a motion to approve the site plan request for 464 Porsche Avenue, 0 S. Central Avenue, and 0 South Street subject to the following:**

1. **The build-to line shall be increased as necessary due to the transmission lines.**
2. **A decel lane shall not be included in the plan.**
3. **The current parking be included, as shown on the site plan.**
4. **Satisfaction of the following deficiencies:**
    - **Ensure any balconies do not encroach beyond the property line.**
    - **Provide bicycle / moped parking not shown.**
    - **Provide dimensions between trees not provided along Porsche Ave (30').**
    - **Provide Sec. 93-11.2-12. - Commercial design ground floor requirements.**
    - **Provide missing sidewalk on northeast portion along Porsche Drive.**

- **Provide missing cross sections.**
- **Recommend approval of variance for excess of 110% of parking.**
- **Recommend approval for relief from the required loading space.**
- **Recommend approval of the variance for retail ceiling height reduction.**
- **Provide impervious surface by type. Coverage should include all impervious surface and breakdown by type (building, parking, driveway).**
- **Call out materials and include on eastern most entrance/exit.**
- **Addressed all the Planner's, Engineer's, Fire Marshall's and Arborist's comments to come into compliance with Code.**

**Lucy Dolan seconded the motion. Motion Carried: 6-0.**

**4.III. 2023 Planning Commission Meeting Schedule**
**Background:**
Consideration and action to approve the 2023 Planning Commission meeting schedule.

**MOTION ITEM: Lucy Dolan made a motion to approve the 2023 Planning Commission meeting schedule provided the date for the February 14, 2023 meeting is changed to February 13, 2023. Cliff Thomas seconded the motion. Motion carried: 6-0.**

**6. Next Meeting Date – December 13, 2022 at 6:00 p.m.**

**7. Adjourn**

**MOTION ITEM: Lucy Dolan made a motion to adjourn the meeting at 7:15 p.m. Leah Davis seconded the motion. Motion carried: 6-0.**

Respectfully submitted by,

_____ _____

Brian Wismer, Chairman Adrienne Senter, Secretary

DRAFT

# City of Hapeville
# 2023 Meeting Schedule
## Hapeville Planning Commission 2023

All Planning Commission Meetings are scheduled for 6:00PM at the Municipal Annex located at 700 Doug Davis Drive unless otherwise posted.

| | Submittal Deadline | Meeting Date |
|---|---|---|
| **January** | Tuesday, December 13, 2022 | Tuesday, January 17, 2023 |
| **February** | Tuesday, January 10, 2023 | Monday, February 13, 2023 |
| **March** | Tuesday, February 14, 2023 | Tuesday, March 14, 2023 |
| **April** | Tuesday, March 14, 2023 | Tuesday, April 11, 2023 |
| **May** | Tuesday, April 11, 2023 | Tuesday, May 9, 2023 |
| **June** | Tuesday, May 9, 2023 | Tuesday, June 13, 2023 |
| **July** | Tuesday, June 13, 2023 | Tuesday, July 11, 2023 |
| **August** | Tuesday, July 18, 2023 | Tuesday, August 15, 2023 |
| **September** | Tuesday, August 8, 2023 | Tuesday, September 12, 2023 |
| **October** | Tuesday, September 12, 2023 | Tuesday, October 10, 2023 |
| **November** | Tuesday, October 10, 2023 | Monday, November 13, 2023 |
| **December** | Tuesday, November 14, 2023 | Tuesday, December 12, 2023 |

Submittal of partial or incomplete applications will not be considered for placement on the Planning Commission agenda until the application is accepted as complete. Meeting dates and deadlines are subject to final review and approval by the Planning & Economic Development Manager.

22-PC-12-39

**CITY OF HAPEVILLE**
**ECONOMIC DEVELOPMENT DEPARTMENT**
**PLANNING COMMISSION APPLICATION**

Name of Applicant Darrell Harris for D. Harris Construction

Mailing Address: 9630 Stillwater Drive, Villa Rica, Georgia 30180

Telephone [redacted] Mobile # [redacted] Email darrell@dharrisconst.com

Property Owner (s) Jamine Blake-Stewart

Mailing Address 4772 Albany Way, SW, Atlanta, Georgia 30331

Telephone_____ Mobile # [redacted]

Address/Location of Property: 3166 Dogwood Drive, Hapeville, GA

Parcel I.D. # **(INFORMATION MUST BE PROVIDED):** 14 009400020873

Present Zoning Classification: CR & V overlay Size of Tract: 0.181 acre(s)

Present Land Use: The site is vacant and appears to be a former used car lot.

Please check the following as it applies to this application

X Site Plan Review
____Conditional Use Permit
____Temporary Use Permit Other (Please State) _____

I hereby make application to the City of Hapeville, Georgia for the above referenced property. I do hereby swear or affirm that the information provided here and above is true, complete and accurate, and I understand that any inaccuracies may be considered just cause for invalidation of this application and any action taken on this application. I understand that the City of Hapeville, Georgia, reserves the right to enforce any and all ordinances. I further understand that it is my/our responsibility to conform with all of City of Hapeville's Ordinances in full. I hereby acknowledge that all requirements of the City of Hapeville shall be adhered too. I can read and write the English language and/or this document has been read and explained to me and I have full and voluntarily completed this application. I understand that it is a felony to make false statements or writings to the City of Hapeville, Georgia pursuant to O.C.G.A. 16-10-20 and I may be prosecuted for a violation thereof.

**Applicant's signature**

**Date:** 11/7/22

**Sworn to and subscribed before me**

**This** _____ **day of** _____, 20__

**Notary Public**

DIOR V HARRIS
Notary Public - State of Georgia
Douglas County
My Commission Expires Jun 10, 2025

3

## WRITTEN SUMMARY

In detail, provide a summary of the proposed project in the space provided below. (Please type or print legibly.)

The proposed development entails the demolition of a small structure and paving to be replaced by the installation of site utilities, paving, sidewalks, landscaping, irrigation, and privacy fencing. The vertical improvements will entail the construction of a two-story wood framed structure that will house the law offices of the Blake-Stewart Law Firm (Owner). The exterior asthetic lends itself to a modern appearance and is not out of character with other surrounding structures. The lower portion lower portion of the front of the building will be wrapped in a dark brick veneer, and the balance of the exterior surfaces will be finished in a complimetary light-colored stucco. The building fenestration will use modern commercial-grade windows that complement the overall asthetic. The building will house four two-person suites, a large conference room, a first-floor lobby and waiting area, a second-floor loft/waiting area, two restroooms, and an executive suite. The first-floor will be approximately 1,571 sf, and the second-floor will be approximately 1,423 sf. The combined floor area is 2,994 sf. The site will have 15 parking spaces, concrete sidewalks, and landscape areas. The site will be bordered by a custom-built privacy fence at the rear and along the right and left sides. A security gate will be in-place and will be primarily utilized after hours. Site signage will be limited to a monument sign of an allowable square footage. Site lighting will be minimal and will be restricted to lighting the parking area and driveway. The site is relatively small in size and does have existing trees and green space. The proposed site plans offers the best opportunity to create and utilize more green space. Trees, shrubs, ground cover, and sod will be used to the maximum extent possible. Along the rear property line, the privacy fencing will be coupled with trees and other plantings to increase privacy for the adjacent residential uses and enhance the beauty of the site.

CITY OF HAPEVILLE
ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING COMMISSION APPLICATION

## AUTHORIZATION OF PROPERTY OWNER

**I CERTIFY THAT I AM THE OWNER OF THE PROPERTY LOCATED AT:**

3166 Dogwood Drive

**City of Hapeville, County of Fulton, State of Georgia**

**WHICH IS THE SUBJECT MATTER OF THIS APPLICATION. I AUTHORIZE THE APPLICANT NAMED BELOW TO ACT AS THE APPLICANT IN THE PURSUIT OF THIS APPLICATION FOR PLANNING COMMISSION REVIEW.**

Name of Applicant Darrell Harris for D. Harris Construction

Address of Applicant
9630 Stillwater Drive, Villa Rica, Georgia 30180

Telephone of Applicant
[redacted]

Jasmine Blake-Stewart 10/26/22
Signature of Owner

Jasmine Blake-Stewart
Print Name of Owner

Personally Appeared Before Me this 26 day of October, 2022.

Notary Public

**Site Plan Checklist – Please include with your application.**

A site plan is used to determine the practical ability to develop a particular property within the City of Hapeville. Information relating to environmental condition, zoning, development impact, consistency with the Hapeville Comprehensive Plan and relevant town master plans will be considered in the decision process. To be considered, a site plan **must** contain the following information:

(Please ***initial*** each item on the list above certifying the all required information has been included on the site plan)

DH A brief project report shall be provided to include an explanation of the character of the proposed development, verification of the applicant's ownership and/or contractual interest in the subject site, and the anticipated development schedule. Please complete and submit all forms contained within the application for site plan review.

DH Site plans shall be submitted indicating project name, applicant's name, adjoining streets, scale, north arrow and date drawn.

DH The locations, size (sf) and height (ft) of all existing and proposed structures on the site. Height should be assessed from the base of the foundation at grade to the peak of the tallest roofline.

DH Site plans shall include the footprint/outline of existing structures on adjoining properties. For detached single-family residential infill development, the front yard setback shall be assessed based on the average setback of existing structures on adjoining lots. Where practical, new construction shall not deviate more than ten (10) feet from the average front yard setback of the primary residential structure on an adjoining lot. Exemption from this requirement due to unnecessary hardship or great practical difficulty can be approved at the discretion of the Planning Commission. To be considered for an exemption, the applicant must submit a "Request for Relief" in writing with their site plan application, including the conditions that necessitate relief (i.e. floodplain, wetland encroachment, excessive slope, unusual lot configuration, legally nonconforming lot size, unconventional sitting of adjoining structures, etc).

DH The location and general design cross-section characteristics of all driveways, curb cuts and sidewalks including connections to building entrances. A walkway from the primary entrance directly to the public sidewalk is required for all single-family residential development.

DH The locations, area and number of proposed parking spaces. Please refer to Article 22.1 Chart of Dimensional Requirements to determine the correct number of parking spaces for your particular type of development.

DH Existing and proposed grades at an interval of five (5) feet or less.

DH The location and general type of all existing trees over six (6) inch caliper and, in addition, an identification of those to be retained. Requirements for the tree protection plan are available in Code Section 93-2-14(f). Please refer to Sec. 93-2-14(y) to determine the required tree density for your lot(s).

DH A Landscape Plan: The location and approximate size of all proposed plant material to be used in landscaping, by type such as hardwood deciduous trees, evergreen trees, flowering trees and shrub masses, and types of ground cover (grass, ivies, etc.). Planting in parking areas should be included, as required in Section 93-23-18.

DH The proposed general use and development of the site, including all recreational and open space areas, plazas and major landscape areas by function, and the general location and description of all proposed, outdoor furniture (seating, lighting, telephones, etc.). Detached single-family residential development may be exempt from this requirement.

DH The location of all retaining walls, fences (including privacy fences around patios, etc.) and earth berms. Detached single-family residential development may be exempt from this requirement.

DH The identification and location of all refuse collection facilities, including screening to be provided. Detached single-family residential development may be exempt from this requirement.

DH Provisions for both on-site and offsite storm-water drainage and detention related to the proposed development.

DH Location and size of all signs. Detached single-family residential development may be exempt from this requirement.

DH Typical elevations of proposed building provided at a reasonable scale (1/8" = 1'0") and include the identification of proposed exterior building materials. Exterior elevations should show all sides of a proposed building.

DH Site area (square feet and acres).

DH Allocation of site area by building coverage, parking, loading and driveways, and open space areas, including total open space, recreation areas, landscaped areas and others. Total dwelling units and floor area distributed generally by dwelling unit type (one-bedroom, two-bedroom, etc.) where applicable.

DH Floor area in nonresidential use by category. Detached single-family residential development may be exempt from this requirement.

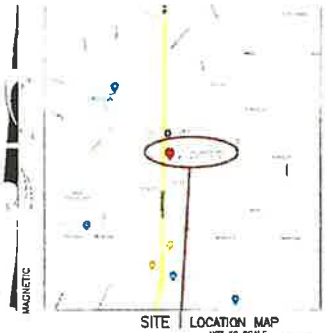
DH Total floor area ratio and/or residential density distribution.

DH Number of parking spaces and area of paved surface for parking and circulation

DH At the discretion of the planning commission, analyses by qualified technical personnel or consultants may be required as to the market and financial feasibility, traffic impact, environmental impact, storm water and erosion control, etc. of the proposed development.

Please ***initial*** each item on the list above certifying the all required information has been included on the site plan, sign and submit this form with your site plan application. Failure to include this form and information required herein may result in additional delays for the consideration of your application.

Applicant Signature: _____
Date 11/7/22




SITE LOCATION MAP
NOT TO SCALE

ZONING NOTE:
BEFORE DEVELOPMENT OF THIS PROPERTY, DEVELOPER AND ARCHITECT TO CONFIRM ZONING DISTRICT, PER ZONING DEPARTMENT.

PROPERTY IS ZONED R-4
CITY OF HAPEVILLE
BUILDING SETBACK:
FRONT: 15'
SIDE: 5'
REAR: 20'
MAX LOT COVERAGE: 70%
MAX BUILDING HEIGHT: 35'

IF YOU DIG GEORGIA... CALL US FIRST 1-800-282-7411 770-623-4344 (METRO ATLANTA ONLY) ONLY PROTECTION CENTER IT'S THE LAW

SSMH1
TOP=989.31

SSMH2
TOP=986.70
(A)INV IN=983.16
(B)INV IN=983.06
INV OUT=982.96

## FLOOD NOTE:

I HAVE THIS DATE, EXAMINED THE "FIA FLOOD HAZARD MAP" AND FOUND IN MY OPINION REFERENCED PARCEL (IS) (IS NOT) IN AN AREA HAVING SPECIAL FLOOD HAZARDS, WITHOUT AN ELEVATION CERTIFICATION SURVEYOR IS NOT RESPONSIBLE FOR ANY DAMAGE DUE ITS OPINION FOR SAID PARCEL
MAP ID 13121C0241F EFFECTIVE DATE 09/18/2013
ZONE X

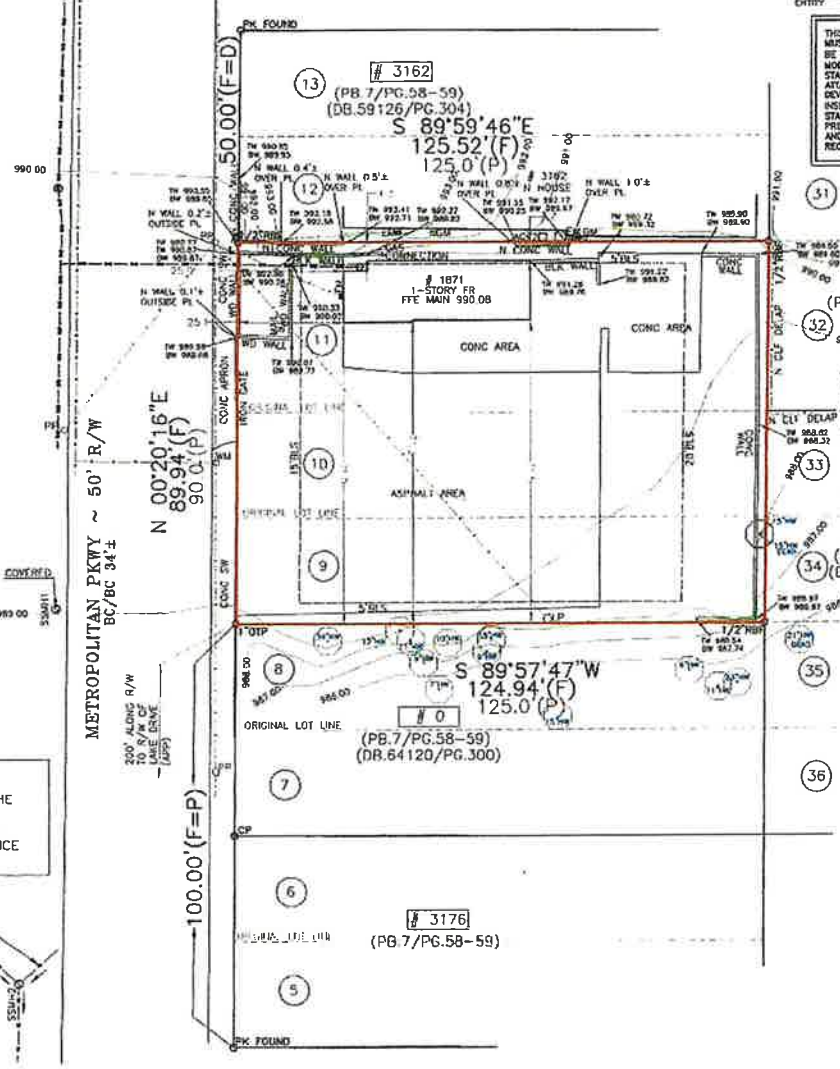
THE FLOOD INFORMATION ON THIS PLAT HAS BEEN DETERMINED AFTER REVIEW OF MAPS WHICH ONLY APPROXIMATE THE LOCATION OF THE APPLICABLE FLOOD HAZARD AREA. A SECOND OPINION OR COMPREHENSIVE FLOOD EVALUATION STUDY IS SUGGESTED FOR MORE ACCURATE INFORMATION. FOR FURTHER INFORMATION CONTACT THE LOCAL DRAINAGE DEPARTMENT, CORPS OF ENGINEERS AND INSURANCE COMPANY OR AN APPRAISER

THIS PLAT WAS PREPARED TO SHOWN THE APPROXIMATE LOCATION OF THE IMPROVEMENTS AND IS NOT RECORDABLE. FENCES SHOULD NOT BE PLACED USING SIDE DIMENSIONS FROM HOUSE.
ALL MATTERS OF TITLE ARE EXCEPTED. THIS PLAT IS SUBJECT TO ALL LEGAL EASEMENTS AND RIGHT-OF-WAY PUBLIC OR PRIVATE

## SURVEY NOTES:

1. STORM SEWER, SANITARY SEWER AND OTHER BURIED UTILITIES MAY HAVE BEEN PAVED OR COVERED OVER. THE LOCATION OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON ABOVE GROUND STRUCTURES AND RECORD DRAWINGS PROVIDED TO THE SURVEYOR. LOCATION OF UNDERGROUND MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROCESS OF THIS SURVEY TO LOCATE BURIED UTILITIES. BEFORE EXCAVATIONS ARE BEGUN, TELEPHONE, ELECTRIC, WATER AND SEWER, GAS COMPANIES SHOULD BE CONTACTED FOR VERIFICATION OF UTILITY TYPE AND FOR FIELD LOCATIONS
2. THIS PLAT WAS PREPARED TO SHOW THE APPROXIMATE LOCATION OF THE IMPROVEMENTS AND IS NOT RECORDABLE. FENCES SHOULD NOT BE LOCATED USING SIDE DIMENSIONS FROM THE HOUSE. ALL MATTERS OF THE TITLE ARE EXCEPTED. THIS PLAT IS SUBJECT TO ALL LEGAL EASEMENTS AND RIGHT OF WAY PUBLIC OR PRIVATE.
3. SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD RECORDED AND NOT RECORDED, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE
4. THIS SURVEY WAS MADE WITHOUT THE BENEFIT OF CURRENT TITLE COMMITMENT, EASEMENTS AND ENCUMBRANCES MAY EXIST WHICH BENEFIT OR BURDEN THIS PROPERTY. MATTERS OF TITLE ARE EXCEPTED. PROPERTY OWNER OR PERSON ORDERING THE SURVEY IS RESPONSIBLE TO CONTACT CLOSING ATTORNEY OR TITLE COMPANY FOR A FULL TITLE SEARCH AND COMMITMENT INCLUDING ALL THE EXCEPTION
5. SURVEY LAND EXPRESS, INC IS NOT RESPONSIBLE FOR AND DOES NOT WARRANT THE ZONING INFORMATION AND INTERPRETATION AS PROVIDED HEREIN. THIS INFORMATION IS OBTAINED USING ON-LINE SOURCES, TELEPHONE CONVERSATION WITH ZONING OFFICE AT THE COUNTY OR CITY, ETC. AND CANNOT GUARANTEE ITS ACCURACY. IT IS RECOMMENDED THAT THE CLIENT OR USER OF THIS DATA VERIFY THIS INFORMATION WITH THE ISSUING AUTHORITY
6. THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED HEREON. THIS PLAT DOES NOT EXTEND TO ANY UNNAMED PERSON, PERSONS, OR ENTITY WITHOUT THE EXPRESS RECERTIFICATION OF THE SURVEYOR HAVING SUCH PERSON, PERSONS, ENTITY

THIS SURVEY PLAT OF EXISTING CONDITIONS ON THE PROPERTY MUST BE USED AS A SINGLE STAND ALONE DOCUMENT. CAN NOT BE SCANNED AND ALTERED, CROPPED OUT COPY/PASTE OR MODIFIED WITH SURVEY LAND EXPRESS TITLE BLOCK, SURVEYOR'S STAMP AND SIGNATURE. THIS SURVEY PLAT CAN BE ONLY ATTACHED AS A SEPARATE DOCUMENT BY ITSELF TO DEVELOPMENT PROJECTS AND SITEPLANS AND CAN NOT BE INSERTED WITH SURVEY LAND EXPRESS TITLE BLOCK, SURVEYOR'S STAMP AND SIGNATURE TO SOME OTHER DEVELOPMENT PROJECTS PREPARED BY ANY OTHER PARTY WITHOUT WRITTEN APPROVAL AND ORIGINAL BLUE INK SIGNATURE OF THE SURVEYOR OF RECORD.




## * SYMBOLS *

- ELECTRIC PANEL/METER
- WATER METER
- AIR CONDITIONER
- GAS METER
- JUNCTION BOX
- SANITARY SEWER MANHOLE
- STORM MANHOLE
- TRAFFIC/INFO SIGN
- GAS MARKER
- LAMP POST
- METAL POST
- WATER VALVE
- HEADWALL
- STAIRS
- DRAINAGE INLET
- FIRE HYDRANT

## * LINE INDICATORS *

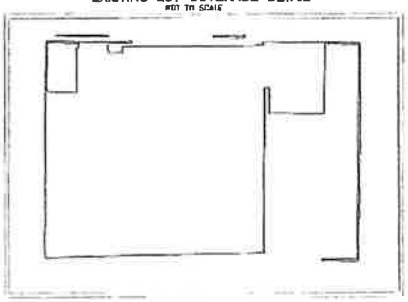
- INDICATES SANITARY SEWER LINE
- INDICATES POWER LINE
- INDICATES RAILIN LINE
- INDICATES GAS LINE
- INDICATES FENCE LINE
- INDICATES DRAINAGE LINE

## * L E G E N D *

| | |
|---|---|
| APD | AS PER DEED |
| AE | ACCESS EASEMENT |
| APF | AS PER FIELD |
| AI | ANGLE IRON FOUND |
| APP | AS PER PLAT |
| APR | AS PER RECORD |
| BC | BACK OF CURB |
| BLK | BLOCK |
| BLS | BUILDING LINE SETBACK |
| BRK | BRICK |
| BSMT | BASEMENT |
| CBX | CABLE BOX |
| C. | CONCRETE |
| CB | CATCH BASIN |
| CL | CENTER LINE |
| CLF | CHAIN LINK FENCE |
| CMP | CORRUGATED METAL PIPE |
| C.O.A. | CITY OF ATLANTA |
| CO | SAN SEWER CLEANOUT |
| CRWL | CRAWL SPACE |
| CP | CALCULATED POINT |
| CPT | CARPORT |
| CTP | CRIMP TOP PIPE FOUND |
| CU | CONCRETE UP |
| D | DELTA |
| DE | DRAINAGE EASEMENT |
| DI | DRAINAGE INLET |
| EB | ELECTRIC POWER BOX |
| EM | ELECTRIC METER |
| EP | EDGE OF PAVEMENT |
| F | FIELD |
| FP | FENCE POST |
| FC | FENCE CORNER |
| FH | FIRE HYDRANT |
| FR | FRAME |
| GL | GAS LINE |
| GM | GAS METER |
| GV | GAS VALVE |
| GW | GUY WIRE |
| HW | HEAD WALL |
| HW | HARDWOOD TREE |
| IPF | IRON PIN FOUND |
| IPS | IRON PIN SET |
| IR | IRON ROD FOUND |
| IV | IRRIGATION VALVE |
| JB | JUNCTION BOX |
| LLL | LAND LOT LINE |
| MAG | MAGNETIC BEARING IN |
| MGN | MAGNOLIA TREE |
| MH | MAN HOLE |
| MTF | METAL FENCE |
| N | NUMBER |
| OH | OVERHANG |
| OTP | OPEN TOP PIPE FOUND |
| OU | OWNERSHIP UNCLEAR |
| P | PORCH |
| PC | PROPERTY CORNER |
| PL | PROPERTY LINE |
| PN | PINE TREE |
| POB | POINT OF BEGINNING |
| PP | POWER POLE |
| PW | POWER LINE |
| P. | PORCH |
| (P) | PLAT |
| R | RECORD |
| RBF | REINFORCING BAR FOUND |
| RBS | REINFORCING BAR SET |
| RCP | REINFORCED CONC. PIPE |
| R/W | RIGHT-OF-WAY |
| SN | SIGN |
| SSL | SANITARY SEWER LINE |
| SSE | SANITARY SEWER EASEMENT |
| SP | SCREENED PORCH |
| SW | SIDEWALK |
| TB | TOP OF BANK |
| UE | UTILITY EASEMENT |
| WD | WOOD |
| WDF | WOOD FENCE |
| WDK | WOOD DECK |
| WL | WATER LINE |
| WM | WATER METER |
| WRF | WIRE FENCE |
| WV | WATER VALVE |
| WW | WET WEATHER |
| W/ | WITH/ |
| YI | YARD INLET |

NOTE C
UNABLE TO FIELD VERIFY AT THE TIME OF SURVEY EXACT PIPE LOCATION WITHOUT EXCAVATION PIPE CAMERA LOCATION SERVICE IS RECOMMENDED

EXISTING LOT COVERAGE DETAIL
NOT TO SCALE



TOTAL LAND AREA
11257.68 SF / 0.258 AC

ALLOWABLE LOT COVERAGE
7880.38 SF / 0.181 AC / 70%

EXISTING LOT COVERAGE
7636.07 SF / 0.175 AC / 67.83%

| | | |
|---|---|---|
| LOTS 9, 10 AND 11 | BLOCK 2 | |
| FORREST HILL PARK SUBDIVISION | UNIT | |
| LAND LOT 94 14TH DISTRICT | SECTION | |
| FULTON COUNTY, GEORGIA | DB 64855/PG 291 | PB 7/PG 58-59 |
| FIELD WORK DATE MARCH 02, 2022 | PRINTED/SIGNED MARCH 03, 2022 | |
| ALL MATTERS PERTAINING TO TITLE ARE EXCEPTED | PAPER SIZE: 17" x 22" | |

EXISTING CONDITIONS SURVEY PREPARED FOR: SHEET 1 OF
JASMINE BLAKE-STEWART

PROPERTY ADDRESS:
3166 METROPOLITAN PKWY
HAPEVILLE, GA 30354

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE OF ± FOOT IN 30,000+ FEET. AN ANGULAR ERROR OF 20 SECONDS PER ANGLE POINT AND ANY ADJUSTED USING THE LEAST SQUARES METHOD. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND FOUND TO BE ACCURATE TO 1 FOOT IN 100,000+ FEET. AN ELECTRONIC TOTAL STATION AND A LINE GRADE WERE USED TO OBTAIN THE INFORMATION USED IN THE PREPARATION OF THIS PLAT. NO STATE PLANE COORDINATE MONUMENT FOUND WITHIN 500' OF THIS PROPERTY.

AU
COORD #20220230
DWG #20220230

SURVEY LAND EXPRESS, INC
LAND SURVEYING SERVICES

24 LENOX POINTE
ATLANTA, GA 30324
FAX 404-231-2841
TEL 404-252-3747

GEORGIA REGISTERED 197 LAND SURVEYOR EUGENE A. STEPANOV

Deed Book 64855 Page 291
Filed and Recorded 11/19/2021 04:28:00 PM
2021-0350908
Real Estate Transfer Tax $105.00
CATHELENE ROBINSON
Clerk of Superior Court
Fulton County, GA
Participant IDs: 7943813074

**After Recording Return To:**
Parkway Law Group
1755 North Brown
Suite 150
Lawrenceville, GA 30043

**Order No.:** 212308-S
**Parcel ID :** 14 009400020873

# LIMITED WARRANTY DEED

**STATE OF GEORGIA**

**COUNTY OF FULTON**

THIS INDENTURE, made this 12th day of November, 2021, between **Noor Malik a/k/a Malik Noor**, of the County of Fulton, State of Georgia, as party or parties of the first part, hereinafter called Grantor, and **JMBS Properties, LLC**, as party or parties of the second part, as joint tenants with survivorship and not as tenants in common, hereinafter called Grantee.

The words "Grantor" and "Grantee" whenever used herein shall include all individuals, corporations, and any other persons or entities, and all the respective heirs, executors, administrators, legal representatives, successors and assigns of the parties hereto, and all those holding under either of them, and the pronouns used herein shall include, when appropriate, either gender and both singular and plural, and the grammatical construction of sentences shall conform thereto. If more than one party shall execute this deed each Grantor shall always be jointly and severally liable for the performance of every promise and agreement made herein.

WITNESSETH that: Grantor, for and in consideration of the sum of Ten And No/100 Dollars ($10.00) and other good and valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All that tract or parcel of land lying and being in Land Lot 94 of the 14th District of Original Henry County, now Fulton County, being Lots 9, 10, and 11, Block 2, Forrest Hill Park, as shown on plat recorded at Plat Book 7, Pages 58 and 59, Fulton County, Georgia Records, which plat is incorporated herein and made a part hereof. Parcel ID- 14 0094 0002 087 3

Parcel No.: 14 009400020873

SUBJECT to all zoning ordinances, easements, and restrictions of record insofar as the same may lawfully affect the above-described property.

TO HAVE AND TO HOLD the said tract or parcel of land, 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 behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons owning, holding or claiming by, through or under the said Grantor.

THIS CONVEYANCE is made pursuant to Official Code of Georgia Annotated § 44-6-190, and it is the intention of the parties hereto to hereby create in Grantees a joint tenancy estate with right of survivorship and not as tenants in common.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, on the aforementioned date.

Signed, sealed and delivered in the presence of:

Unofficial Witness

Notary Public
My Commission Expires: 1/22/2024

Malik Noor

MICHAEL F BROWN
NOTARY
EXPIRES
GEORGIA
01-22-2024
PUBLIC
FULTON COUNTY

N

GRAPHIC SCALE
0' 25' 50' 100' 150'

# PROPOSED OVERALL SITE PLAN

Jasmine Blake Stewart - Law

DHC DESIGN-BUILDER

CEB ARCHITECTS

Jasmine Blake - Stewart
Office Suite

3166 Dogwood Drive, Hapeville, GA 30354

01 MAIN LEVEL FLOOR PLAN

02 SEC OND LEVEL FLOOR PLAN

LEGEND

- Lobby/Waiting Areas = 764 S.F.
- Storage = 82 S.F.
- Office = 834 S.F.
- Conference Room = 267 S.F.
- Mail Room = 60 S.F.
- Executive Suite = 343 S.F.
- Wet Bar/Copier Areas = 27 S.F.

Square Footage Calculation

| | |
|---|---|
| Main Level Floor Plan: | 1,571 s.f. |
| Second Level Floor Plan: | 1,423 s.f. |
| Total (Heated): | 2,994 s.f. |

N

GRAPHIC SCALE

0' 25' 50' 100' 150'

# FLOOR PLANS

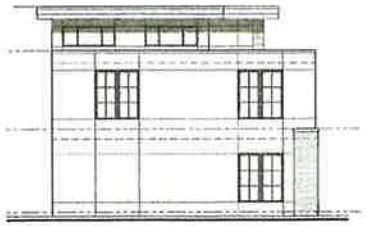
Jasmine Blake Stewart - Law

DHC DESIGN-BUILDER

CEB ARCHITECTS

Jasmine Blake - Stewart
Office Suite

3166 Dogwood Drive, Hapeville, GA 30354



05 LEFT SIDE ELEVATION
SCALE: 1/8" = 1'-0"

05 REAR ELEVATION
SCALE: 1/8" = 1'-0"

05 RIGHT SIDE ELEVATION
SCALE: 1/8" = 1'-0"

05 FRONT ELEVATION
SCALE: 1/4" = 1'-0"

GRAPHIC SCALE
0' 5' 10' 20' 30'

# BUILDING ELEVATIONS

Jasmine Blake Stewart - Law

DHC DESIGN-BUILDER

CEB ARCHITECTS

Jasmine Blake - Stewart
Office Suite

3166 Dogwood Drive, Hapeville, GA 30354

PROPOSED PERSPECTIVE
RIGHT

Jasmine Blake Stewart - Law

DHC DESIGN-BUILDER

CEB ARCHITECTS

Jasmine Blake - Stewart
Office Suite

3166 Dogwood Drive, Hapeville, GA 30354

## PROPOSED PERSPECTIVE
## LEFT

Jasmine Blake Stewart - Law

DHC DESIGN-BUILDER

CEB ARCHITECTS

Jasmine Blake - Stewart
Office Suite

3166 Dogwood Drive, Hapeville, GA 30354

# BLAKE - STEWART OFFICE BUILDING

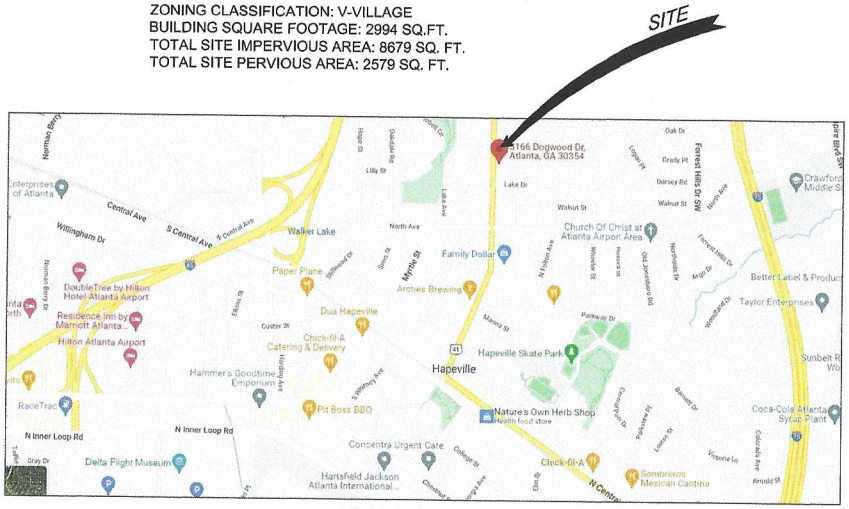
## 3166 METROPOLITAN PKWY. (A.K.A. DOGWOOD DRIVE)
## HAPEVILLE,GEORGIA 30354

ZONING CLASSIFICATION: V-VILLAGE
BUILDING SQUARE FOOTAGE: 2994 SQ.FT.
TOTAL SITE IMPERVIOUS AREA: 8679 SQ. FT.
TOTAL SITE PERVIOUS AREA: 2579 SQ. FT.

**Project Team:**

Owner - Name:j JASMINE BLAKE-STEWART
Address: 3166 DOGWOOD DRIVE
Contact Person: DARRELL HARRIS, DEVELOPER Tel. #: 770-842-4830

Civil Engineer - Name: METROCORP DEVELOPMENT ENTERPRISES,INC.
Address: 3707 Main Street, Ste. No. 3 ,College Park,GA. 30337
Contact Person: Herbert Humphrey,P.E.
Tel. #: 404-695-7902




VICINITY MAP

**SHEET INDEX CIVIL DRAWINGS:**


C0.0 COVER SHEET
C0.1 EXISTING SITE CONDITIONS
C0.2 OVERALL DEMOLITION AREA
C1.0 SITE PLAN AND UTILITY PLAN
C2.0 GRADING AND DRAINAGE PLAN
C5.0 SITE CONSTRUCTION STANDARD DETAILS
C5.1 SITE CONSTRUCTION STANDARD DETAILS
C5.2 SITE CONSTRUCTION STANDARD DETAILS
C5.5 SITE CONSTRUCTION STANDARD DETAILS
C5.6 SITE CONSTRUCTION STANDARD DETAILS
C6.0 ESPC PLAN GENERAL NOTES
C6.1 ESPC PLAN
C6.6 ESPC STRUCTURAL PRACTICES STANDARD DETAIL
C6.8 ESPC STRUCTURAL PRACTICES STANDARD DETAIL
C6.9 ESPC VEGETATIVE PRACTICES STANDARD DETAIL
C6.10 ESPC VEGETATIVE PRACTICES STANDARD DETAIL
LS1 LANDSCAPE PLAN
LS2 LANDSCAPE /GREEN INFRASTRUCTURE PLANT LIST


GENERAL NOTES

1. ALL WORK SHALL COMPLY WITH APPLICABLE STATE, FEDERAL AND LOCAL CODES.
2. ALL MATERIALS AND CONSTRUCTION METHODS TO BE IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
3. THERE MAY BE ADDITIONAL UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR LOCATIONS SHOWN AND IT SHALL BE THE RESPONSIBILITY OF CONTRACTOR TO VERIFY THE LOCATIONS OF ALL UTILITIES WITHIN THE LIMITS OF CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
4. CONTRACTOR IS RESPONSIBLE FOR NOTIFICATIONS AND LIASION WITH UTILITY COMPANIES IN THE PROCESS OF LOCATING, RELOCATION AND TIE-ON TO PUBLIC UTILITIES.
5. ALL CONSTRUCTION MUST CONFORM TO CITY POLICY, STANDARDS AND SPECIFICATIONS.
6. IN THE CASE OF UNFORESEEN CONSTRUCTION COMPLICATIONS OR DISCREPANCIES, THE CONTRACTOR IS TO NOTIFY THE ENGINEER IMMEDIATELY, BEFORE PROCEEDING WITH CONSTRUCTION OF THE PROBLEM AREA. THE ENGINEER WILL THEN RENDER A DECISION WITHIN 48 HOURS. IF THE REVISION REQUIRES RE-PERMITTING, THE CONTRACTOR MUST ALLOW COORDINATION TIME AT NO COST TO THE OWNER OR ENGINEER.
6. IN THE CASE OF CONSTRUCTION CHANGES, THE CONTRACTOR IS TO NOTIFY THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION CHANGES. THE ENGINEER WILL THEN RENDER A DECISION WITHIN 48 HOURS. IF THE REVISION REQUIRES RE-PERMITTING, THE CONTRACTOR MUST ALLOW COORDINATION TIME FOR DESIGN AND COMPENSATION AS REQUIRED..

811 Utilities Protection Center — Dig Safely — 1-800-282-7411

GSWCC — Georgia Soil and Water Conservation Commission
Herbert Humphrey
Level II Certified Design Professional
Certification Number 0000012298
Issued: 07/19/2012 Expires: 07/19/2024

GEORGIA REGISTERED PROFESSIONAL ENGINEER — HERBERT HUMPHREY

| No. | Date | Revision/Issue |
|---|---|---|
| | | |

Designer:
Technician:
Checked by:

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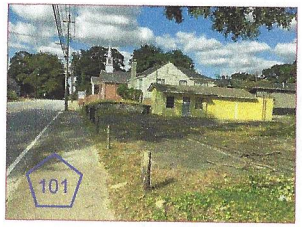
COVER SHEET

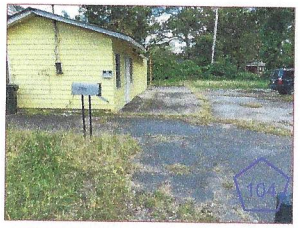
JASMINE BLAKE-STEWART
Office Building
3166 Dogwood Drive
a.k.a Metropolitan Pkwy
Hapeville, Ga. 30354

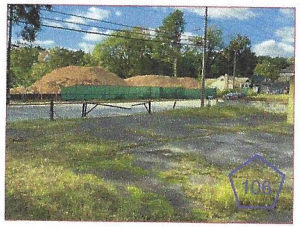
METROCORP DEVELOPMENT ENTERPRISES, INC.
64 N. MAIN STREET, DRIVE, STE. 101,
DOUGLASVILLE, GEORGIA 30134
(404)695-7902 www.metrocorpds.com

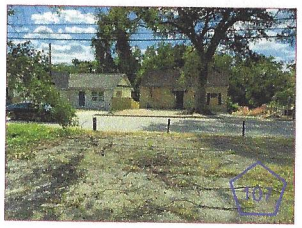
Project No.: LDP3166MP
Date: 3/31/2016
Scale: AS NOTED
Sheet: C1.1

CIVIL DRAWINGS RELEASED FOR PERMITTING ONLY

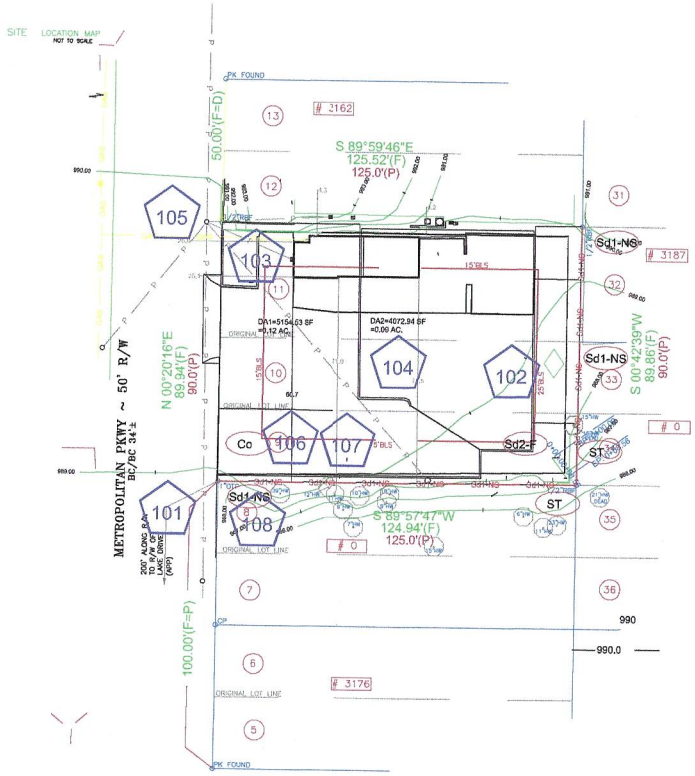






106 LOCATION ON SITE PLAN




BAR SCALE
1" = 20'

GEORGIA REGISTERED PROFESSIONAL ENGINEER HERBERT HUMPHREY

| No. | Date | Revision/Issue |
|---|---|---|
| | | |

Designer:
Technician:
Checked by:

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# EXISTING SITE CONDITIONS

*JASMINE BLAKE-STEWART*
*Office Building*
*3166 Dogwood Drive*
*a.k.a Metropolitan Pkwy*
*Hapeville, Ga. 30354*

METROCORP DEVELOPMENT ENTERPRISES, INC.
8401 HOSPITAL DRIVE, STE. 101,
DOUGLASVILLE, GEORGIA 30135
(404)505-7902 www.metrocorpde.com

| Project No.: | Sheet |
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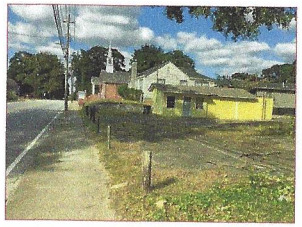
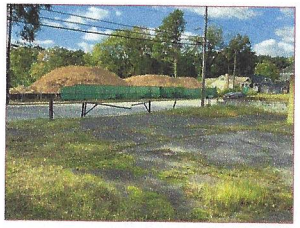
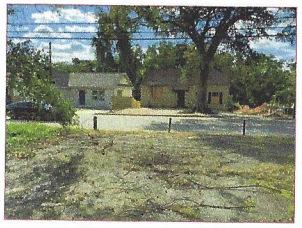
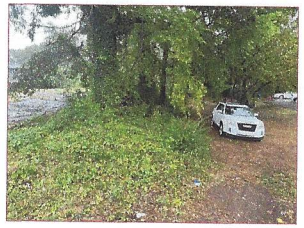
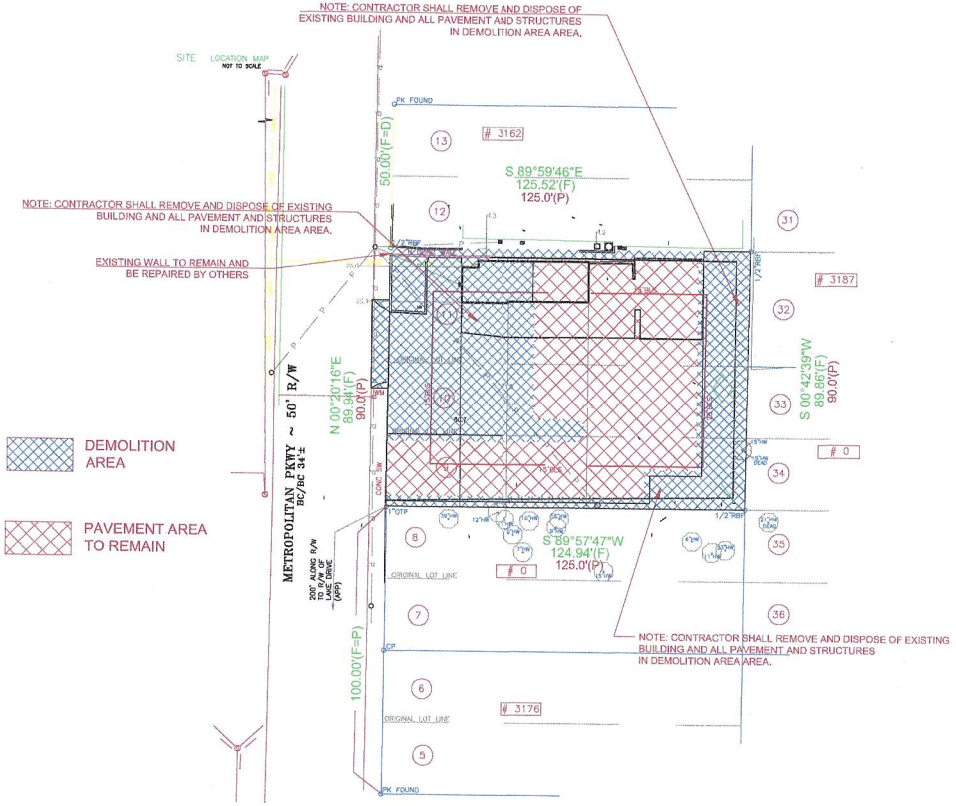
| Date: 3/31/2016 | |
| Scale: AS NOTED | |











GEORGIA REGISTERED PROFESSIONAL ENGINEER HERBERT HUMPHREY

| No. | Date | Revision/Issue | Designer: | Technician: | Checked by: |
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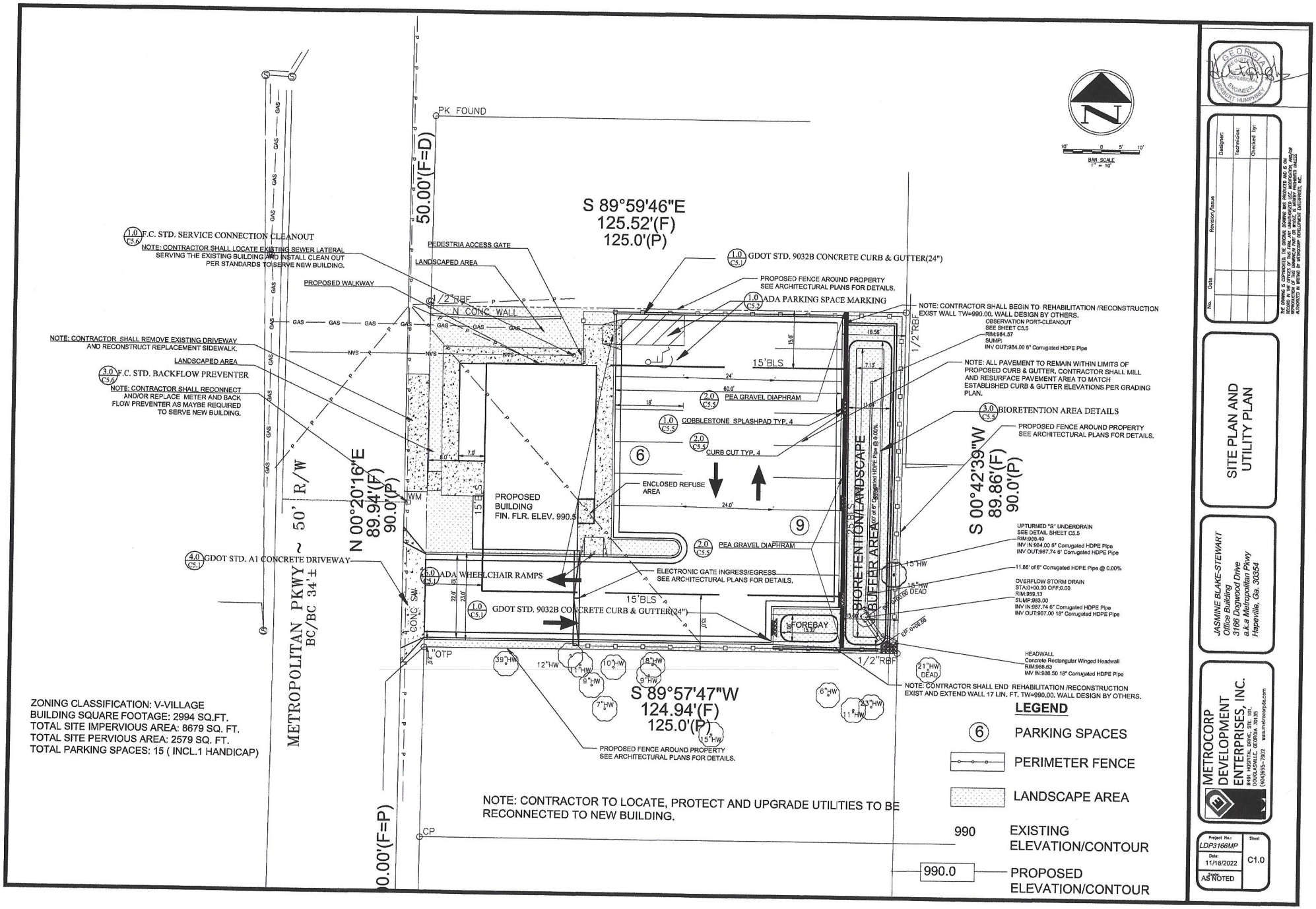
# OVERALL DEMOLITION AREA

*JASMINE BLAKE-STEWART*
*Office Building*
*3166 Dogwood Drive*
*a.k.a Metropolitan Pkwy*
*Hapeville, Ga. 30354*

METROCORP DEVELOPMENT ENTERPRISES, INC.
5461 HOSPITAL DRIVE, STE. 101,
DOUGLASVILLE, GEORGIA 30135.
(404)695-7902 E-mail: www.metrocorpde.com

| Project No.: | Sheet |
|---|---|
| LDP3166MP | C0.2 |
| Date: 3/31/2016 | |
| Scale: AS NOTED | |


PK FOUND
50.00'(F=D)
S 89°59'46"E
125.52'(F)
125.0'(P)
1.0 C5.6 F.C. STD. SERVICE CONNECTION CLEANOUT
NOTE: CONTRACTOR SHALL LOCATE EXISTING SEWER LATERAL SERVING THE EXISTING BUILDING AND INSTALL CLEAN OUT PER STANDARDS TO SERVE NEW BUILDING.
PEDESTRIA ACCESS GATE
LANDSCAPED AREA
PROPOSED WALKWAY
1.0 C5.1 GDOT STD. 9032B CONCRETE CURB & GUTTER(24")
PROPOSED FENCE AROUND PROPERTY SEE ARCHITECTURAL PLANS FOR DETAILS.
1.0 C5.2 ADA PARKING SPACE MARKING
NOTE: CONTRACTOR SHALL BEGIN TO REHABILITATION /RECONSTRUCTION EXIST WALL TW=990.00. WALL DESIGN BY OTHERS.
OBSERVATION PORT-CLEANOUT
SEE SHEET C5.5
RIM:984.57
SUMP:
INV OUT:984.00 6" Corrugated HDPE Pipe
NOTE: CONTRACTOR SHALL REMOVE EXISTING DRIVEWAY AND RECONSTRUCT REPLACEMENT SIDEWALK.
LANDSCAPED AREA
3.0 C5.6 F.C. STD. BACKFLOW PREVENTER
NOTE: CONTRACTOR SHALL RECONNECT AND/OR REPLACE METER AND BACK FLOW PREVENTER AS MAYBE REQUIRED TO SERVE NEW BUILDING.
N CONC WALL
1/2"RBF
15'BLS
2.0 C5.5 PEA GRAVEL DIAPHRAM
1.0 C5.5 COBBLESTONE SPLASHPAD TYP. 4
2.0 C5.5 CURB CUT TYP. 4
NOTE: ALL PAVEMENT TO REMAIN WITHIN LIMITS OF PROPOSED CURB & GUTTER. CONTRACTOR SHALL MILL AND RESURFACE PAVEMENT AREA TO MATCH ESTABLISHED CURB & GUTTER ELEVATIONS PER GRADING PLAN.
3.0 C5.5 BIORETENTION AREA DETAILS
PROPOSED FENCE AROUND PROPERTY SEE ARCHITECTURAL PLANS FOR DETAILS.
N 00°20'16"E
89.94'(F)
90.0'(P)
S 00°42'39"W
89.86'(F)
90.0'(P)
6
9
ENCLOSED REFUSE AREA
PROPOSED BUILDING FIN. FLR. ELEV. 990.5
BIORETENTION/LANDSCAPE BUFFER AREA
UPTURNED "S" UNDERDRAIN
SEE DETAIL SHEET C5.5
RIM:986.49
INV IN:984.00 6" Corrugated HDPE Pipe
INV OUT:987.74 6" Corrugated HDPE Pipe
11.88' of 6" Corrugated HDPE Pipe @ 0.00%
OVERFLOW STORM DRAIN
STA:0+00.00 OFF:0.00
RIM:989.13
SUMP:983.00
INV IN:987.74 6" Corrugated HDPE Pipe
INV OUT:987.00 18" Corrugated HDPE Pipe
4.0 C5.1 GDOT STD. A1 CONCRETE DRIVEWAY
5.0 C5.1 ADA WHEELCHAIR RAMPS
ELECTRONIC GATE INGRESS/EGRESS SEE ARCHITECTURAL PLANS FOR DETAILS.
1.0 C5.1 GDOT STD. 9032B CONCRETE CURB & GUTTER(24")
FOREBAY
HEADWALL
Concrete Rectangular Winged Headwall
RIM:988.63
INV IN:986.50 18" Corrugated HDPE Pipe
NOTE: CONTRACTOR SHALL END REHABILITATION /RECONSTRUCTION EXIST AND EXTEND WALL 17 LIN. FT. TW=990.00. WALL DESIGN BY OTHERS.
METROPOLITAN PKWY
BC/BC 34'±
50' R/W
S 89°57'47"W
124.94'(F)
125.0'(P)
PROPOSED FENCE AROUND PROPERTY SEE ARCHITECTURAL PLANS FOR DETAILS.
NOTE: CONTRACTOR TO LOCATE, PROTECT AND UPGRADE UTILITIES TO BE RECONNECTED TO NEW BUILDING.
CP
0.00'(F=P)
ZONING CLASSIFICATION: V-VILLAGE
BUILDING SQUARE FOOTAGE: 2994 SQ.FT.
TOTAL SITE IMPERVIOUS AREA: 8679 SQ. FT.
TOTAL SITE PERVIOUS AREA: 2579 SQ. FT.
TOTAL PARKING SPACES: 15 ( INCL.1 HANDICAP)
LEGEND
6 PARKING SPACES
PERIMETER FENCE
LANDSCAPE AREA
990 EXISTING ELEVATION/CONTOUR
990.0 PROPOSED ELEVATION/CONTOUR
BAR SCALE 1" = 10'
SITE PLAN AND UTILITY PLAN
JASMINE BLAKE-STEWART
Office Building
3166 Dogwood Drive
a.k.a Metropolitan Pkwy
Hapeville, Ga. 30354
METROCORP DEVELOPMENT ENTERPRISES, INC.
5401 WORTH PARK, STE 100
DOUGLASVILLE, GEORGIA 30135
(404)695-7902 www.metrocorpde.com
Project No.: LDP3166MP
Date: 11/16/2022
AS NOTED
Sheet C1.0
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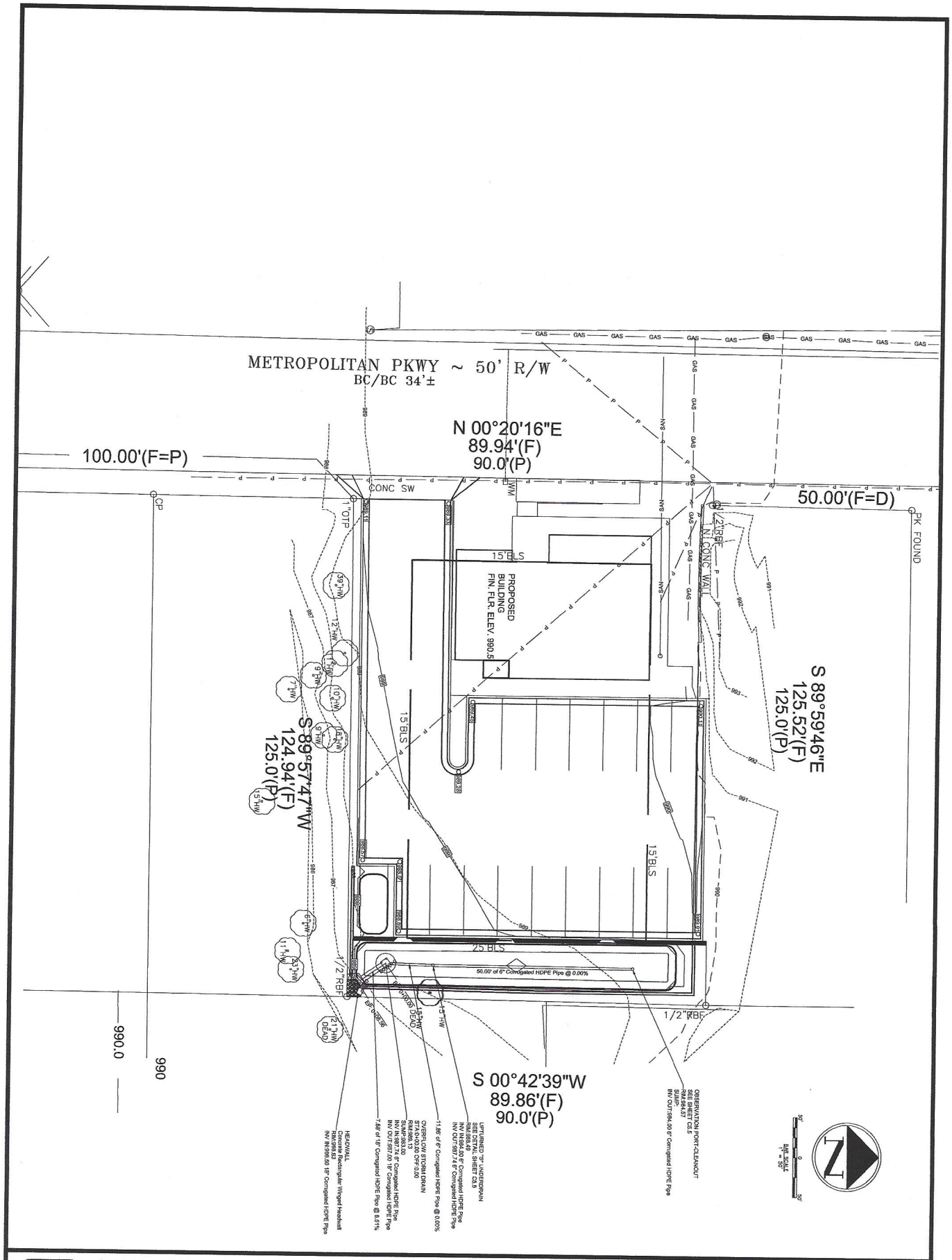
Technician:
Checked by:
No. Date Revision/Issue

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| Date: | 3/31/2016 |
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| Sheet: | C2.0 |

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8491 HOSPITAL DRIVE, STE. 101,
DOUGLASVILLE, GEORGIA 30135
(404)695-7902 www.metrocorpde.com

*JASMINE BLAKE-STEWART*
*Office Building*
*3166 Dogwood Drive*
*a.k.a Metropolitan Pkwy*
*Hapeville, Ga. 30354*

GRADING & DRAINAGE PLAN

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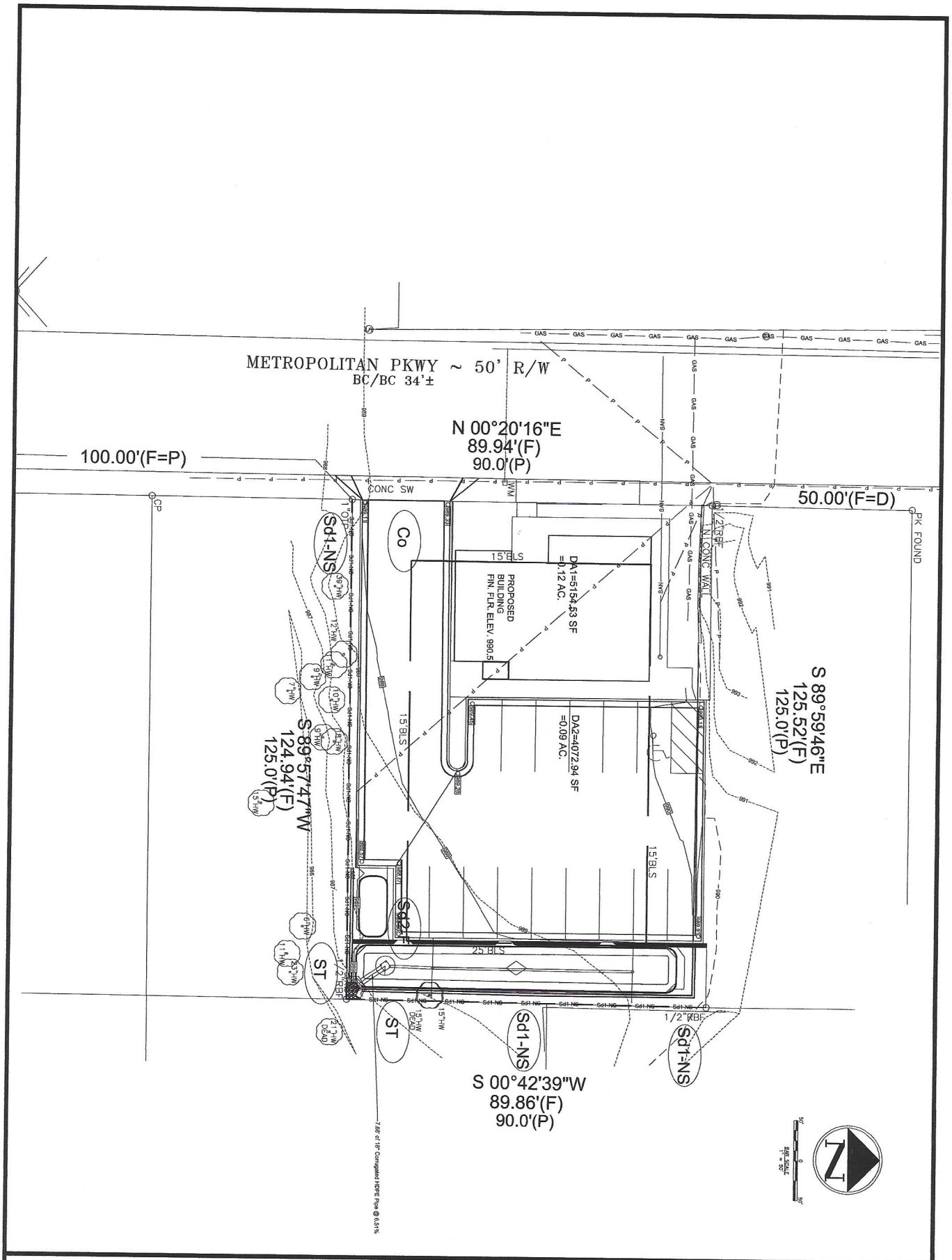


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DOUGLASVILLE, GEORGIA 30135
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*JASMINE BLAKE-STEWART*
*Office Building*
*3166 Dogwood Drive*
*a.k.a Metropolitan Pkwy*
*Hapeville, Ga. 30354*

ESPC PLAN

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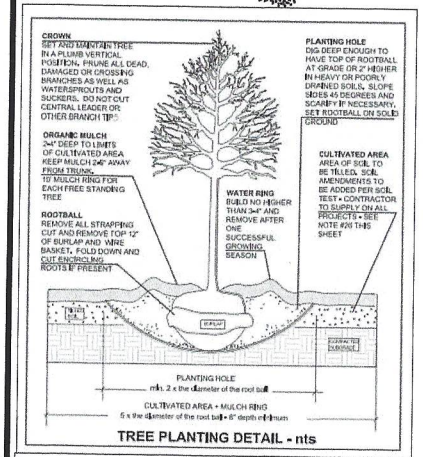
TREE CALCULATION:
SITE AREA: 0.258 ACRE
TOTAL TREES REQUIRED: 0.258 X 100 CALIPER INCHES/ACRE= 26 CALIPER INCHES
TOTAL TREES PROVIDED: (7 EACH X 2"CALIPER)+(4 EACH X 3" CALIPER)= 26 CALIPER INCHES

## TREE LEGEND

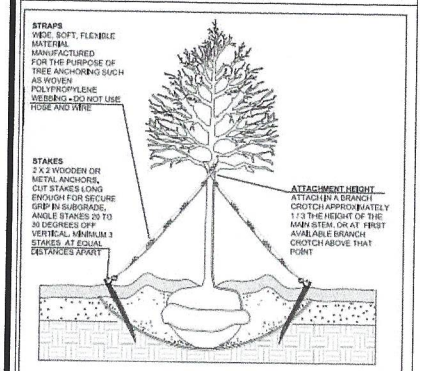
2" CALIPER TREE - ATLANTIC WHITE CEDAR

3" CALIPER TREE - RIVER BIRCH

3" CALIPER TREE - RED MAPLE

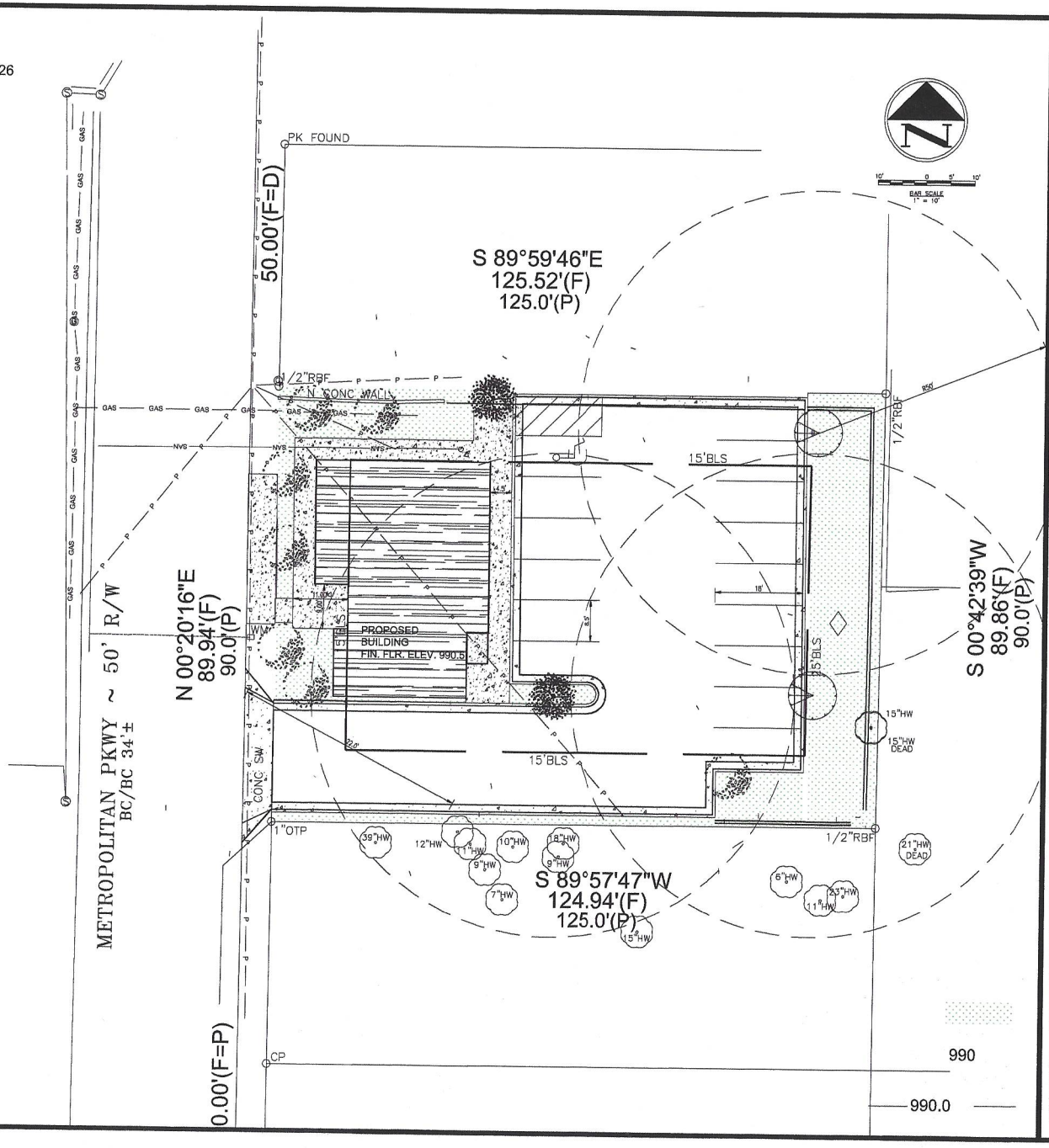



TREE PLANTING DETAIL - nts




Use anchoring systems only where wind or soil conditions make it necessary. REMOVE AFTER ONE YEAR.

TREE STAKING DETAIL - nts




GEORGIA REGISTERED ENGINEER HERBERT HUMPHREY 11/08/22

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LANDSCAPE PLAN

JASMINE BLAKE-STEWART
Office Building
3166 Dogwood Drive
a.k.a Metropolitan Pkwy
Hapeville, Ga. 30354

METROCORP DEVELOPMENT ENTERPRISES, INC.
6140 VERONICA DRIVE, STE. 100,
DOUGLASVILLE, GEORGIA 30135
(404)955-7902 www.metrocorpdde.com

| Project No: | Sheet |
|---|---|
| LDP3166MP | LS-1 |
| Date: 11/08/2022 | |
| Scale: AS NOTED | |

## General Landscape Guidance

The design for plantings of vegetated stormwater facilities should minimize the need for herbicides, fertilizers, and pesticides at any time before, during, and after construction. After the planting has been established, the use of herbicides, fertilizers, and pesticides is highly discouraged.

The successful growth of plants, shrubs, and trees in GI practices is highly dependent on the soil depth. The following table provides the appropriate soil depth and plant type for GI practices.

| Soil Depth (inches) | Vegetation |
|---|---|
| 24 | grasses/perennials |
| 36 (minimum) | shrubs/trees |
| 42–48 (optimum) | shrubs/trees |

The planting plan shall include a sequence of construction, a description of the contractor's responsibilities, a planting schedule and installation specifications, initial maintenance requirements, and a warranty period stipulating requirements for plant survival.

## Recommended Plants

**Bioretention, Planters, and Bioswales**

Plants for bioretention and other GI practices must be able to tolerate both wet and dry conditions. This list, while not exhaustive, includes many plants that will tolerate conditions in bioretention areas. The plants in this list have different preferences for both moisture and light, as shown in the columns labeled "Moisture" and "Sun." Additionally, most of these plants are native to Georgia and thus contribute the added benefit of providing habitat and food for native pollinators and wildlife. Plants that are not native to Georgia are marked with an asterisk (*). At the end of this Appendix are two example planting plans for bioretention parking lot islands.

## Key

**Height:** Typical height range for mature plants
**Moisture:** The amount of soil moisture that plants will tolerate is defined as follows:

- **W** (Wet) — Frequently saturated soils
- **M** (Moist) — Moist soils that are periodically inundated
- **D** (Dry) — Areas not flooded after rains and frequently dry between rains; plants designated "D" will tolerate drought conditions

**Sun: the amount of sunlight that plants require is defined as follows:**

- **F** (Full) — Direct sunlight for at least 6 hours per day
- **P** (Partial shade) — Direct sunlight for 3 to 6 hours per day, or lightly filtered light all day
- **S** (Shade) — Less than 3 hours of direct sunlight per day, or heavily filtered light all day

**Small Trees**

| Botanical Name | Common Name | Height | Moisture | Sun |
|---|---|---|---|---|
| Acer floridanum | Southern Sugar Maple | 20'-25' | M | F/P/S |
| Amelanchier arboria | Serviceberry | 15'-25' | M/D | F/P |
| Cercis canadensis | Redbud | 20'-30' | M | F/P |
| Chionanthus virginicus | Fringe Tree | 12'-20' | M | F/P |
| Hamamelis virginiana | Witchhazel | 15'-30' | W/M | P/S |
| Ilex deciduas | Possumhaw | 15'-25' | M/D | F/P |
| Ilex vomitoria | Yaupon Holly | 20'-25' | M/D | F/P |
| Lagerstroemia indica | Crape Myrtle | 15'-50' | M/D | F/P |
| Magnolia virgininana | Sweetbay Magnolia | 10'-30' | W/M | F/P |
| Magnolia x soulangeana * | Saucer Magnolia * | 15'-25' | M | F/P |
| Sassafras albidum | Sassafras | 30'-60' | M/D | F/P |

**Med.-Large Trees**

| Botanical Name | Common Name | Height | Moisture | Sun |
|---|---|---|---|---|
| Acer rubrum | Red Maple | 60'–90' | W/M/D | F/P |
| Betula nigra | River Birch | 40'–70' | W/M | F/P |
| Carpinus caroliniana | Musclewood | 30'–50' | W/M | F/P |
| Crataegus phaenopyrum | Washington Hawthorne | 25'–30' | W/M/D | F/P |
| Fraxinux pennsylvanica | Green Ash | 50'–70' | W/M/D | F |
| Ilex opaca | American Holly | 30'–60' | M/D | F/P |
| Magnolia grandiflora | Southern Magnolia | 40'–80' | M/D | F/P |
| Magnolia macrophylla | Bigleaf Magnolia | 30'–40' | M | F/P |
| Nyssa sylvatica | Black Gum | 35'–70' | W/M/D | F/P |
| Platanus occidentalis | American Sycamore | 75'–100' | W/M | F |
| Quecus lyrata | Overcup Oak | 35'–50' | M/D | F |
| Quercus bicolor | Swamp White Oak | 50'–60' | W/M/D | F/P |
| Quercus michauxii | Swamp Chestnut Oak | 60'–80' | W/M | F |
| Quercus phellos | Willow Oak | 60'–80' | W/M/D | F/P |
| Salix babylonica * | Weeping Willow * | 30'–50' | W/M | F |
| Taxodium distichum | Bald Cypress | 50'–100' | W/M/D | F/P |

**Shrubs–Evergreen**

| Botanical Name | Common Name | Height | Moisture | Sun |
|---|---|---|---|---|
| Ilex glabra | Inkberry | 6'–8' | M/W | F/P |
| Ilex vomitoria nana | Dwarf Yaupon | 5' | W/M/D | F/P |
| Illicium floridanum | Florida Anise Tree | 10'–15' | M | P/S |
| Illicium parviflorum | Small Anise Tree | 7–10' | M/D | F/P |
| Myrica cerifera | Southern Waxmyrtle | 10–15' | W/M/D | F/P |

**Herbaceous Perennials**

| Botanical Name | Common Name | Height | Moisture | Sun |
|---|---|---|---|---|
| Amsonia hubrechtii | Narrow Leaf Blue Star | 2'–3' | M/D | F/P |
| Asclepias tuberosa | Butterflyweed | 1'–3' | M/D | F/P |
| Chrysogonum virginianum | Green and Gold | 8" | M/D | P/S |
| Coreopsis verticillata | Threadleaf Coreopsis | 8"–20" | M/D | F/P |
| Echinacea purpurea | Purple Cone Flower | 1'–3' | M/D | F/P |
| Eupatorium fistulosum | Joe Pye Weed | 2'–7' | W/M/D | F/P |
| Hemerocallis spp. * | Daylily * | 1–3' | M/D | F/P |
| Iris sibirica * | Siberian Iris * | 1'–3' | W/M | F/P |
| Iris virginica | Blue Flag Iris | 12"–24" | W/M | F/P |
| Lobelia cardinalis | Cardinal Flower | 2'–4' | W/M | F/P/S |
| Monarda didyma | Beebalm | 2'–4' | W/M | F/P |
| Osmunda cinnamomea | Cinnamon Fern | up to 4' | W/M | F/P/S |
| Osmunda spectabilis | American Royal fern | 2'–5' | W/M | P/S |
| Phlox divaricata | Woodland Phlox | 12"–18" | M | P/S |
| Phlox stolonifera | Creeping Phlox | 6"–12" | M/D | F/P/S |
| Polystichum acrostichoides | Christmas Fern | 1'–3' | M/D | P/S |
| Rudbeckia fulgida | Orange Coneflower | 18"–36" | M/D | F/P |
| Rudbeckia hirta | Black-Eyed Susan | 12"–36" | M/D | F/P/S |
| Solidago spp. | Goldenrod | 1–4' | varies | F/P |
| Tiarella cordifolia | Foamflower | 6"–12" | M | P/S |

## Infiltration Trenches

Infiltration trenches can be designed with a grass cover to aid pollutant removal and prevent clogging. The sand filter or trench is covered with permeable topsoil and planted with grass in a landscaped area. Properly planted, these facilities can be designed to blend into natural surroundings.

Grass should be capable of withstanding frequent periods of inundation and drought. Vegetated filter strips and buffers should fit into and blend with surrounding area. Native grasses are preferable, if compatible.

## Design Constraints

- Do not plant trees or provide shade within 15 feet of an infiltration or filtering area or where leaf litter will collect and clog infiltration area.
- Do not locate plants in areas that block maintenance access to the facility.
- Sod areas with heavy flows that are not stabilized with erosion control matting.
- Divert flows temporarily from seeded areas until stabilized.
- Planting on any area requiring a filter fabric should include material selected with care to ensure that no tap roots will penetrate the filter fabric.

## Bioswales and Grass Filter Strips

The following table provides a number of grass species that perform well in the stressful environment of an open channel structural control such as a bioswale or grass filter strips.

**Shrubs–Deciduous**

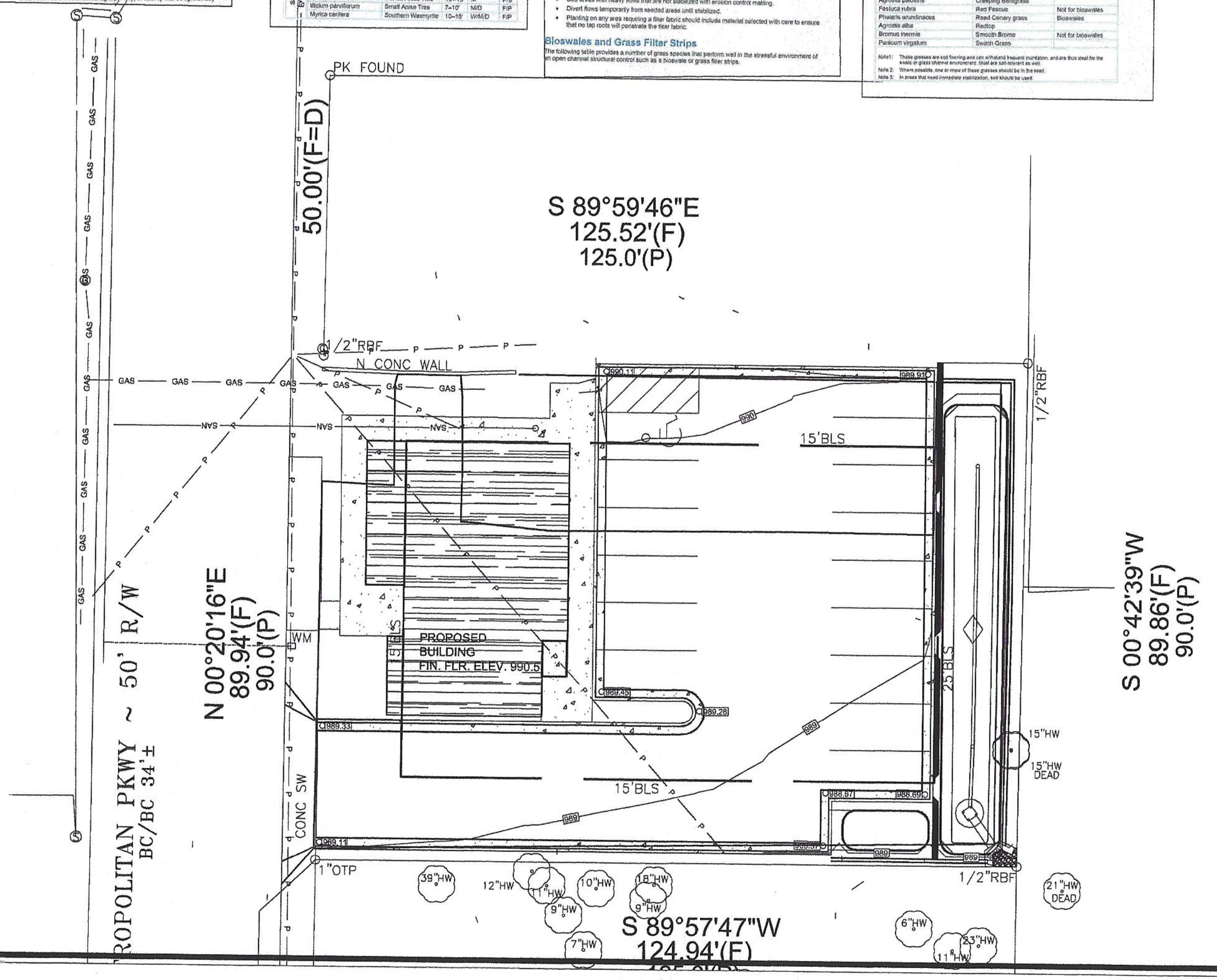
| Botanical Name | Common Name | Height | Moisture | Sun |
|---|---|---|---|---|
| Callicarpa americana | Beautyberry | 6' | M/D | F/P |
| Cephalanthus occidentalis | Buttonbush | 3–10' | W | F |
| Clethra alnifolia | Summersweet | 5'–10' | W/M/D | F/P |
| Cornus amomum | Silky Dogwood | 6'–12' | W/M | F/P/S |
| Hibiscus moscheutos | Swamp Mallow | 4'–8' | W/M | F/P |
| Hypericum densiflorum | Bushy St Johns wort | 4–6' | M/D | F/P |
| Ilex verticillata | Winterberry | 6'–10 | W/M | F/P |
| Itea virginica | Virginia Sweetspire | 4' | W/M/D | F/P |
| Lindera benzoin | Spicebush | 6–12' | W/M/D | F/P |
| Sambucus canadensis | Elderberry | 6–15' | W/M | F/P |
| Viburnum acerifolium | Mapleleaf viburnum | 3'–6' | M/D | M/S |
| Viburnum dentatum | Arrowwood | 5'–10' | W/M/D | F/P |
| Viburnum nudum | Possumhaw | 6'–12' | W/M/D | F/P/S |

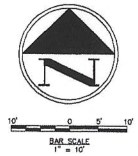
**Grasses and Allies**

| Botanical Name | Common Name | Height | Moisture | Sun |
|---|---|---|---|---|
| Acorus calamus | Sweet Flag | 2'–4' | W/M | F/P |
| Carex spp | Sedges | up to 3' | varies | varies |
| Chasmanthium latifolium | River Oats | 3'–5' | W/M/D | F/P/S |
| Juncus effusus | Soft Rush | 1'–4' | W/M | F/P/S |
| Juncus tenuis | Path Rush | under 12" | W/M | F/P/S |
| Liriope muscari * | Monkey Grass * | 18"–24" | M/D | F/P/S |
| Muhlenbergia capillaris | Pink Muhly Grass | 3'–4' | M/D | F/P |
| Ophiopogon japonicus * | Mondo Grass * | under 12" | M/D | F/P/S |
| Panicum virgatum | Switchgrass | 2'–9' | M/D | F/P |
| Schizachyrium scoparium | Little Bluestem | 2'–4' | M/D | F/P |
| Sorghastrum nutans | Indiangrass | 4'–8' | M/D | F/P |

| Botanical Name | Common Name | Notes |
|---|---|---|
| Cynodon dactylon | Bermuda grass | |
| Andropogon gerardii | Big Bluestem | Not for bioswales |
| Agrostis palustris | Creeping Bentgrass | |
| Festuca rubra | Red Fescue | Not for bioswales |
| Phalaris arundinacea | Reed Canary grass | Bioswales |
| Agrostis alba | Redtop | |
| Bromus inermis | Smooth Brome | Not for bioswales |
| Panicum virgatum | Switch Grass | |

Note1: These grasses are sod forming and can withstand frequent inundation, and are thus ideal for the swale or grass channel environment. Most are salt-tolerant as well.
Note 2: Where possible, one or more of these grasses should be in the seed.
Note 3: In areas that need immediate stabilization, sod should be used.




GREEN INFRASTRUCTURE
PLANT LIST

*JASMINE BLAKE-STEWART*
*Office Building*
*3166 Dogwood Drive*
*a.k.a Metropolitan Pkwy*
*Hapeville, Ga. 30354*


METROCORP DEVELOPMENT ENTERPRISES, INC.
8491 HOSPITAL DRIVE, STE. 101,
DOUGLASVILLE, GEORGIA 30135
(404)695-7902 www.metrocorpde.com


Project No.: LDP3166MP
Date: 11/16/2022
Scale: AS NOTED
Sheet: LS-2

| No. | Date | Revision/Issue | |
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GEORGIA REGISTERED PROFESSIONAL ENGINEER HERBERT HUMPHREY

**DEPARTMENT OF PLANNING AND ZONING**
**PLANNER'S REPORT**

DATE: January 11, 2023
TO: Adrienne Senter
FROM: Lynn Patterson
**RE: Site Plan Review – 3166 Dogwood**

**BACKGROUND**

The City of Hapeville has received a site plan application from Darrell Harris of D Harris Construction to construct a 2,994 SF office building for a law practice at 3166 Dogwood. The building is 2 stories and 28' tall.

The project is located in the Dogwood Gateway Corridor of the LCI Study/Comprehensive Plan approved by the City in 2017. The property is zoned V, Village, is part of the A-D, Arts District Overlay, and is subject to the requirements for Commercial/Mixed Use of the Architectural Design Standards.

Note: Zoning information is incorrect on Survey. Site plan information is not complete.

**REVIEW**

The following code sections are applicable to this application:

**Sec. 93-11.1-1. - Intent.**

The V district is established in order to:
(1) Accommodate a mixed-use, urban fabric that preserves neighborhood scale;
(2) Accommodate residents in the district with pedestrian access to services and employment typical of a live/work community;
(3) Promotes neighborhoods established near shopping and employment centers;
(4) Encourage pedestrian and neighborhood uses in the commercial area;
(5) Discourage land uses, which are automobile or transportation related;
(6) Exclude industrial uses such as manufacturing, processing and warehousing;
(7) Promote retail and related commercial uses such as business offices, florists, card shops antiques, apparel and banks; and
(8) Encourage mixed use with commercial uses on the first floor and residential living above.

**Sec. 93-11.1-2. - Permitted uses.**

The following are permitted within the V zone:
**(1) Any use permitted in the D-D zone;**
(2) Any use permitted in the C-1 zone subject to the requirements of this article;
(3) Single-family detached dwellings;
(4) Single-family attached dwellings with at least four units attached;
(5) Group homes, subject to the restrictions in section 93-2-19;
(6) Adult daycare facilities;
(7) Condominiums subject to approval as a conditional use; and

(8) Combination of residential and business applications within a single structure. However, each use must have a separate entrance.

**Sec. 93-19-3. - Uses; permitted and nonpermitted.**

(a) *Permitted uses.*

(1) Business and professional offices, including:

f. Legal.

**Sec. 93-11.1-6. - Area, placement, and buffering requirements.**

All buildings or structures erected, converted or structurally altered shall hereafter comply with the following lot area, yard, and building coverage requirements:

(1) *Lot area and width.* No lot shall have a minimum frontage of less than 50 feet, while the minimum area shall be established by the restriction governing lot coverage, setbacks, screening, and parking requirements.

**Compliant**

(2) *Front yard.* All structures located along a street shall be set back, at a minimum, of 15 feet, or greater as may be determined to be necessary and advisable by the city planning commission in the course of its site plan review process. In determining such yard setbacks, the city planning commission shall consider the size and configuration of the proposed buildings, their relationship to the existing and proposed thoroughfares; in order to maximize all vehicular and pedestrian safety. **Building is less than 15' to accommodate required parking and buffer. As this is less than 15', a variance would be required.**

(3) *Side and rear yards.* The side and rear yards adjacent to, or separated by a street, alley or other right-of-way from a residential or commercial zone, shall provide a building setback of at least 15 feet.

**Not applicable**

(4) *Distance between buildings.* The minimum distance between two multiple family buildings on a single lot or on contiguous property under the same ownership shall be 20 feet, plus four additional feet for every story or fraction thereof that the building exceeds two stories, or such distance determined necessary by the planning commission to enhance the aesthetics of development.

**Not applicable**

(5) *Height regulations.* No building or structure shall exceed 2½ stories or a 35 feet in height, provided the planning commission may allow a development with greater height, if it finds that:

a. The proposed height will not adversely impact adjacent properties or nearby residential neighborhoods;

b. The added height is necessary to support redevelopment of an area, which currently contains uses that have an adverse impact upon adjacent neighborhoods;

c. The proposed development is designed to facilitate the objectives and strategies of the master plan;

d. Meets approval from the fire department and FAA.

**Compliant**

(6) *Residential buffer.* New development shall provide sufficient setback as well as an attractive physical barrier between the residential and nonresidential uses as necessary to minimize disruptive light, noise, odor, dust, unsightly appearances and intrusive activity relative to the residential environment. A smooth transition between residential neighbors and nonresidential uses (including all parking lots) shall be ensured by the provision of sufficient screening of more intensive uses (i.e. commercial/offices uses) from residential neighborhoods through the use of decorative landscaping and screened walls. A 15-foot landscaped buffer shall be installed between and along the residential and nonresidential sides of said

buffer. The landscaped area shall be planted with trees, flowers, grasses and shrubs in compliance with the buffer requirements of chapter 93, article 29 to visually screen non-residential areas and provide an attractive boundary that encourages continued investment in the adjacent residential property.
**Required rear and side buffer. Detail for landscaping in the bio retention area has not been provided. There is no side yard buffer to the south. The adjacent property belongs to the residence immediately adjacent. The dimensions of the site would restrict its development to residential. Any variation from the side buffer would require approval from Board of Appeals.**

**Sec. 93-22.1-1. - Chart of dimensional requirements**
Dimensional Requirements for **U-V, Urban Village Zoning** are as follows:

| | | | | | | | Minimum Front Yard | Minimum | | | Maximum | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Development Type | Lot Frontage (FT) | Min. Lot Area (SF) | Lot Area/ DU (SF) | Floor Area/ DU (SF) | Max. Lot Coverage (%) | Minor Col. | Maj. Arterial | Side | Rear | Stories | Feet | Min. Parking Spaces | Max. Unit/ Bldg. Lot |
| Nonresidential | 50 | 10,000 | 10,000 | 1,000 | 70 | 15 | 15 | 15 | 25 | 3 | 40 b. | c.d.e. | N/A |

c. One parking space for every 200 square feet of enclosed commercial floor area.
d. One parking space for every unit in a hospital, hotel, motel, boardinghouse, or similar establishment. One off-street loading space for every 10,000 square fee t of building.
e. One parking space for every three seats in an auditorium, church, theater, or similar establishment.

**REQUIREMENTS**
**Sec. 93-2-16. - Site plan review.**

(a) *Intent and purpose.* The site plan review procedures are intended to ensure adequate review and consideration of potential impacts of proposed development upon surrounding uses and activities, and to encourage a high standard of side planning and design resulting in quality development in the city.

(b) *Application.* An application for site plan review may be filed by the owner, or agent for the owner, of any property to be developed according to the plan. All applications for site plan review shall be filed with the building official for transmission to the planning commission. Site plan review requirements are applicable for all proposed development in all zones within the city and all property submitted for annexation.

(c) *Submission requirements.* Applications for site plan review shall contain the following information and any additional information the planning commission may prescribe by officially adopted administrative regulations; ten copies of the application shall be submitted:

(1) *Site and landscape plan.* Maps and site plans shall be submitted (minimum scale of 1" = 50' or larger, e.g., 1" = 40', 1" = 30', etc.) indicating project name, applicant's name, adjoining streets, scale, north arrow and date drawn, showing:

a. The locations, size and height of all existing and proposed structures on the site.

***Compliant.***

b. The location and general design cross section characteristics of all driveways, curb cuts and sidewalks including connections to building entrances.

***Not provided***

c. The locations, area, and number of proposed parking spaces.

***15 parking spaces shown including one handicap accessible space.***

d. Existing and proposed grades at an interval of five feet or less.

***Compliant***

e. The location and general type of all existing trees over six-inch caliper and, in addition, an identification of those to be retained.

***See Arborist Report***

f. The location and approximate size of all proposed plant material to be used in landscaping, by type such as hardwood deciduous trees, evergreen trees, flowering trees and shrub masses, and types of ground cover (grass, ivies, etc.). Planting in parking areas should be included, as required in section 93-23-18.

***See Arborist Report. Parking lot must also meet off street parking requirements. Correct lot size is .258 acres which requires 25.8 DBH.***

g. The proposed general use and development of the site, including all recreational and open space areas, plazas and major landscape areas by function, and the general location and description of all proposed outdoor furniture (seating, lighting, telephones, etc.).

***Not applicable.***

h. The location of all retaining walls, fences (including privacy fences around patios, etc.) and earth berms.

**Proposed fence is shown on the plan.**

i. The identification and location of all refuse collection facilities, including screening to be provided.

***Compliant.***

j. Provisions for both on-site and off-site stormwater drainage and detention related to the proposed development.

***Provided. See engineer's report.***

k. Location and size of all signs.

***All signs must be submitted to the City for review.***

(2) *Site and building sections.* Schematic or illustrative sections shall be drawn to scale of 1" = 8' or larger, necessary to understand the relationship of internal building elevations to adjacent site elevations.

***The building elevations will be reviewed by the Design Review Committee for compliance with the Architectural Design Standards.***

(3) *Typical elevations.* Typical elevations of proposed building shall be provided at a reasonable scale (1/8 " = 1'0") and shall include the identification of proposed exterior building materials.

***The building elevations will be reviewed by the Design Review Committee for compliance with the Architectural Design Standards.***

(4) *Project data.*

a. Site area (square feet and acres).

***Lot is .258 acres (11, 257 SF. Compliant***

b. Allocation of site area by building coverage, parking, loading and driveways, and open space areas, including total open space, recreation areas, landscaped areas and others.

***Allowable is 70%. Site plan states impervious surface 8,679 SF or 77%. Two different site plans show two different coverages (11/16 Site Plan and Utility Plan and . This is not compliant. Breakdown should be provided.***

***.***

c. Total dwelling units and floor area distributed generally by dwelling unit type (one-bedroom, two-bedroom, etc.) where applicable.

***Not applicable.***

d. Floor area in nonresidential use by category.

***2,994 SF of non residential / office. .26 FAR***

e. Total floor area ratio and/or residential density distribution.

***Not applicable.***

f. Number of parking spaces and area of paved surface for parking and circulation.

***15 spaces provided.***

(5) *Project report.* A brief project report shall be provided to include an explanation of the character of the proposed development, verification of the applicant's ownership and/or contractual interest in the subject site, and the anticipated development schedule. At the discretion of the planning commission, analyses by qualified technical personnel or consultants may be required as to the market and financial feasibility, traffic impact, environmental impact, stormwater and erosion control, etc. of the proposed development.

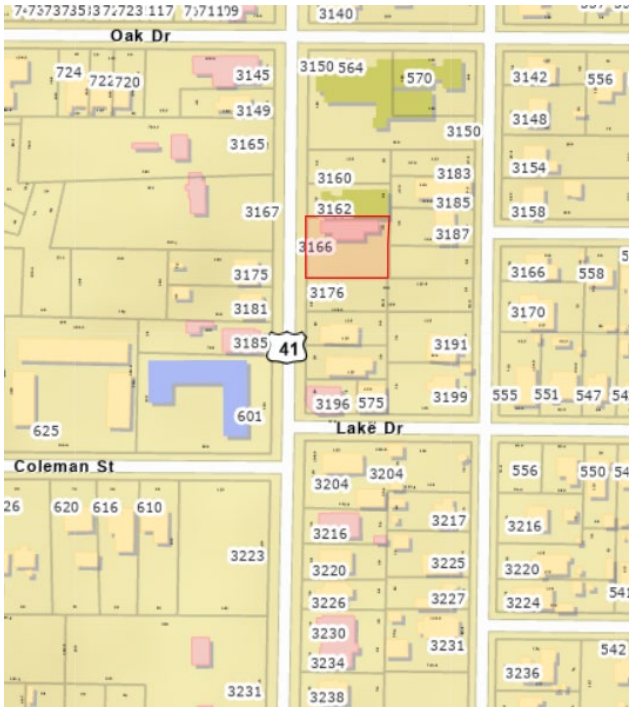
***Timeline not provided.***

**FINDINGS**

The site plan is deficient for zoning in the following areas:

- Site Plan requires complete information in box
- Timeline not provided.
- Driveway detail not provided.
- Side and rear buffers required. Details for the rear property buffer (bio retention landscape buffer area) not provided.
- Side buffer is not provided. Would require a variance.
- The impervious surface coverage of 77% exceeds allowable 70%. A variance would be required.
- Setback of less than 15' is not compliant and would require a variance from Board of Appeals.
- Arborist Report not approved.
- Engineer's report has elements that must be addressed.
- The building elevations will be reviewed by the Design Review Committee for compliance with the Architectural Design Standards.

Site Location



Keck+Wood
COLLABORATION BY DESIGN

January 11, 2023

Ms. Adrienne Senter
Planning & Development Coordinator
Department of Economic Development
City of Hapeville
3468 N. Fulton Avenue
P.O. Box 82311
Hapeville, Georgia 30354

Re: 3166 Dogwood Drive
Concept Site Plan Review No. 1
K&W Ref. No. 221051.70

Dear Ms. Senter:

As requested, I have reviewed the concept site plans for the 3166 Dogwood Drive Site to be located on a 0.26 acre parcel on Dogwood Drive, within a V Zoning District. The initial submittal was received on December 16, 2022. This review is for compliance with the concept site plan requirements of Chapter 93-2-16 of the City ordinances. The plans consisted of site plan, utility plan, and landscape plan prepared by Metrocorp Development Enterprises, Inc. My comments are as follows:

1. The concept plan does not include the height for the proposed building, so it could not be verified that the building complies with Section 93-22.1-1 of City Code.
2. The applicant should provide a grading plan at an interval of five feet or less.
3. The applicant should provide the items indicated in Section 93-2-16 (c.)(5).
4. The concept site plan did not include width dimensions, so it could not be verified that the parking spaces comply with 93-23-11 of City Code.
5. The Concept Site Plan did not include construction details defining concrete sidewalks or pavement types and thicknesses, so it could not be verified that the driveway will comply with Section 93-2-16 (c.)(1.)b. of City Code.
6. The applicant should clearly identify the zoning of the adjacent properties to ensure the plan is in compliance with 93-11.5-6.9 of City Code.
7. Detectable warning strips and ADA ramps per US DOT and Department of Justice standards should be shown with ADA ramps.
8. The applicant should clarify whether there will be any proposed signage and ensure that it complies with Section 93-3.3-21.8 of City Code.
9. The rear property line appears as though it may be adjacent to Jackson Street. If this is the case, the setback would be considered a front setback. Applicant should clarify its location.
10. Provisions to address the accel/decal lane requirements and turning lanes at intersections requirements per GDOT Manual on Driveways and Encroachment Control for the Dogwood Drive intersection should be provided.
11. The applicant should clarify whether the bioretention area is intended to provide stormwater detention for the entire site. Additionally, forebays are typically at the upper end of stormwater BMPs and will have stormwater flow through them for treatment. It is unclear how the proposed forebay will treat the runoff as a majority of the site appears to run directly into the bioretention area.

12. A stormwater management report and related components for addressing the post development stormwater management ordinance should be provided during the land development permitting phase.
13. Dogwood Drive/Metropolitan Parkway is shown with a right of way of 50 feet. From the adopted Major Street Plan of Hapeville dated August 18, 2020, this street is shown as a major arterial street and requires a minimum width of 70 feet per Section 90-1-3. The additional 10 feet of right of way for a portion of the development should be shown on the plans. A similar situation may apply Jackson Street on the rear end of the property. Applicant should include the location of Jackson Street and its ROW on the plans.
14. The fire chief should verify the interior driveway widths shown are sufficient for emergency vehicle access.
15. While this submittal review is for concept site plan approval only, the applicant should be aware that submittal and review of detailed site construction drawings will still be necessary prior to land development permitting.

I have retained one copy of the plans provided for review in the event there are questions. The applicant should be made aware that the review does not constitute a waiver of City Ordinance requirements or assumption of responsibility for full review of City Ordinance requirements. Deviations from Ordinance requirements may be noted at any time during the review, permitting or construction processes. Re-submittals should include a narrative indicating how and where the review comments were addressed.

Sincerely,
**KECK & WOOD, INC.**

Aaron Humphrey

Aaron Humphrey, P.E.
Project Engineer

C.C. Greg Sistrunk (Keck+Wood)

# TREE CONSERVATION PLAN CHECKLIST

The tree survey, tree protection and/or tree replacement plan may be combined on a single sheet in a set of site development drawings submitted for review by the City of Hapeville. However, if the size of a proposed development site is large and an extensive amount of information needs to be conveyed, the tree plans may be submitted as separate drawings along with the Site Development Plans.

All tree conservation plan(s) submitted for review shall include the items listed below, as applicable. The City of Hapeville reserves the right to revise this checklist periodically as needed. A copy of this annotated checklist must be presented along with submittal of final tree plans for permitting. Additional information may be requested by City staff as required on a case-by-case basis. Additional review/comment may be necessary upon receipt of the information as indicated below.

12.8.22 Arborist 1st Review - Checklist
teresa@tjschell.com - Not Approved

**General Requirements:**

X 1. Plans prepared, stamped and signed by a Georgia registered Landscape Architect, Certified Arborist, Forester, or Surveyor.
X 2. Site area, plan scale, and magnetic north arrow.
_____ 3. Boundary survey/Property lines with topographic information, building setbacks, street/road rights-of-way, all applicable utility locations, and easements.
_____ 4. Name, address, and phone numbers of the owner/developer of the land, land surveyor, landscape architect, arborist, and/or civil engineer.
X 5. 24-hour emergency contact name and phone number. Is Ms. Blake-Stewart the 24-hr. contact? – if so, provide phone number
X 6. Title block showing project name, Land Lot(s) and District locations.
X 7. Site location map.
_____ 8. Total site acreage, acreage of disturbed area, and limits of proposed land disturbance.
_____ 9. Provide calculations showing compliance with the Density Factor using the following formula (See example below):

Acreage x 100 Inches = Required Inches per Acre
**Example:** 1.2 Acres x 100 Inches = 120 Inches Required

The density factor shall be achieved through any combination of the following:

- counting existing Trees (inches measured at DBH) to be preserved with no impact to CRZ
- planting new Trees (minimum 2" Caliper) for lots that do not have the required 100 inches per acre

_____ 10. If applicable to this project, reference compliance with zoning stipulations/conditions as required by the Planning Commission and/or City Council and include the date(s) of relevant hearings. Stipulations related to tree plan must be listed on the plan.

_____ 11. The locations of any state waters - with associated buffers and the limits of any proposed disturbance
_____ 12.Other comments:

_____

---

**Tree Conservation Plan:**

_____ 1. Surveyed locations of all landmark-sized trees and their critical root zones (CRZ) labeled; inventoried by size, genus & species; and numbered on chart to correspond to tree numbers shown on plan. Show chart on plan.
_____ 2. Plan must show all existing trees 6" dbh or greater that are to be counted toward meeting density requirements; inventoried by size and species.
_____ 3. Locations of all landmark trees or stands of trees, and an indication whether they are to be removed or preserved. Minimum Size Criteria:

a. **27 Diameter at Breast Height (DBH)** - Oak, Beech, Ash, Blackgum, Sycamore, Hickory, Maple (does not include Silver Maple), Pecan, Walnut, Magnolia (does not include Bigleaf Magnolia), Persimmon, Sourwood, Cedar, Cypress or Redwood

b. **30 Diameter at Breast Height (DBH)** - Tulip Poplar, Sweet Gum, River Birch, Silver Maple or Pine

c. **10-inch Caliper at DBH** - American Holly, Dogwood, Redbud or other genus as determined by the City Arborist such as Bigleaf magnolia

X 6. Critical root zones (CRZs) of landmark trees are to be represented on the plan by a circle corresponding to the size of the CRZ, with a radius equal to 12x the diameter of the tree trunk. Show CRZ and SRP of Boundary Landmark tree per redlines on plan
_____ 7. No construction activity within the CRZs of preserved trees. CRZ must be free of any cut, fill, impervious cover or trenching activity.
X 8. Show all tree protection fence locations. Silt fence and other erosion control devices should not be located within tree save areas. Add tree protection fence where adjacent properties have trees.
_____ 9. Show tree protection fence detail.
X 10. Note/graphically indicate the locations of staging areas for parking, materials storage, concrete washout, debris burn, tub grinding, and burial holes on the Tree Plan (i.e. outside of any tree save areas).
X 11. The locations of existing and proposed improvements on commercial sites that may affect tree preservation zones including, but not limited to, structures, driveways, paving, cut and fill areas, detention/stormwater quality ponds, buffers, utility lines/easements (underground and overhead), and easements (storm drainage and sanitary sewer).
X 12. Landmark tree report prepared by ISA Certified Arborist, or registered forester. Report must include and/or accompany a site plan with locations of landmark trees, accurate size, genus & species, description of tree's condition, photographs to illustrate defects. (Digital format acceptable.) See redline regarding boundary landmark tree.
X 13. Show the Structural Root Plate (SRP) of the 39" Landmark tree on the adjacent proper

_____ 14. Other comments:

_____

_____

**Tree Replacement Plan:**

_____ 1. Include chart for landmark-sized trees ***not in landmark condition*** that are removed with no recompense requirement. Trees numbered on chart must correspond to trees numbered in field.
_____ 2. Include chart for landmark-sized trees ***in landmark condition*** that are removed. Trees numbered on chart must correspond to trees numbered in field. ***Inch for inch replacement is required*** - use 4" cal. trees of comparable species at a rate equal to the inches (DBH) of the landmark tree removed.

**Example:** 32" DBH Oak / 4" = 8 (4" caliper) Oak Trees to be Planted

_____ 3. Show calculations for total inch for inch landmark tree replacements
_____ 4. Locations of all trees to be planted on site to meet density requirements.
_X_ 5. Locations of all tree protection areas and tree protection fencing.
_X_ 6. Replacement trees must be ecologically compatible with site. Replacement trees shall be of same or similar species as those trees removed when practical.
_X_ 7. Trees proposed for replanting should be a species selected from the tree species list shown in Appendix A. Use of a species not shown on list is subject to approval by City staff.
_X_ 8. Plant schedule/list showing the type of tree/plant material (common and botanical name), size, quantities, inch per tree, total inches, percent genus (not species), and the following planting notes:

a. All deciduous trees (does not include multi-trunk trees) to have straight, single leader, Healthy, Good Form

b. All deciduous trees (multi-trunk) to have a minimum of 3 equal size trunks, Healthy, Good Form

c. All evergreen trees to be Full to Ground, Healthy, Good Form

_____ 9. Replacement tree planting within utility, storm drainage, sanitary sewer, or other types of easements is not acceptable. (Understory trees acceptable to Utility Company are allowed where there are existing overhead power (OHP) lines along road frontages)
_X_ 10. Locations of all required undisturbed buffers, landscape strips, and landscape buffers. Permanent structures are not permitted in landscape strips/buffers (i.e. storm drainage structures, light fixtures, monument signs, etc.). If there is a buffer required along the back property, detention structures are not permitted.
_____ 11. When **fewer than 10 trees** are proposed for replanting, **one species** may be specified.
_X_ 12. When **10 to 50 trees** are proposed for replanting, a minimum of **3 species** of trees is required, with no one genus representing more than 30% of the total required replacement inches.

_____ 13. When **more than 50 trees** are proposed for replanting, a minimum of **5 species** of trees is required, with no one genus representing more than 30% of the total required replacement inches.

_X_ 14. When 10 or more trees are to be planted, no single genus shall represent more than 30% of the required replacement inches. Show genus cap percentage on planting schedule.

_____ 15. Position parking lot trees to achieve maximum shading effect. Discuss the placement of trees to achieve greater energy conservation.

_____ 16. Show parking lot striping on the tree replacement plan.

_X_ 17. Parking areas with 5 or more spaces require parking lot trees. Provide graphic representations/calculations for the following:

a. A sufficient number of 3" Caliper (minimum) Trees must be planted in interior portions of parking lots so that no parking space is more than fifty (50) feet from a parking lot Tree. Show a fifty-foot radius dashed circle for each Parking Lot Tree on Tree Replacement Plan to verify graphically. (See Appendix B).

b. Up to 20% of Parking Lot Trees may be planted along the perimeter of the parking lot. – Your plan exceeds 20% - add parking island at the end of the rows.

c. Landscaped islands shall terminate each row of parking and all landscaped islands planted with Trees shall provide a minimum of 200 sf per Tree.

d. Light poles are not permitted in parking lot islands, peninsulas and medians unless they are a minimum of 20' from any planted Tree (See Appendix B). Show any light pole locations.

_X_ 19. Parking lot trees must be minimum 3" caliper and of a minimum height commensurate with species appropriate horticultural standards.

_X_ 20. Parking lot lighting/light pole locations/underground electric lines should not be in conflict with tree planting areas. Light poles are not permitted in parking peninsulas, islands and medians where parking lot trees are proposed. Show light pole locations on tree replacement plan.

_____ 21. Minimum 50% of total replacement inches shall be overstory trees.

_____ 22. Show planting and staking details.

_X_ 23. Note type of irrigation to be used.

- If hand-watering, show locations of hose bibs, water faucets, or quick couplers that will be used for this purpose.
- If an automatic irrigation system is proposed, provide note on plans.

_____ 24. This plan does not meet the spirit and intent of the City's Tree Conservation Ordinance. Discuss design alternatives with staff. Subject to further review and comment.

_____ 25. Other comments:

_____

_____

**Tree Conservation Plan Notes: ADD THESE NOTES**

- The inches per acre shown on the Tree Preservation and/or Replacement Plan(s) must be verified prior to the issuance of the Certificate of Occupancy. Contact the City of Hapeville at 404-669-2120 to arrange a Site Inspection.

- All Tree Protection Devices must be installed and inspected prior to start of any Land Disturbing activity and shall be maintained until final landscaping is installed and Certificate of Occupancy is issued. Contact the City of Hapeville for an inspection.

- The site contractor shall coordinate service routing of all gas, telephone, and electrical lines with the appropriate utility company. All construction must comply with each utility's standards and specifications and not interfere with tree planting sites or existing trees to be preserved.

- Tree protection and replacement shall be enforced according to the City of Hapeville standards. Any field adjustments to tree protection device types or locations or substitutions of plant materials shown on the approved plans are subject to the review and approval of the City.

- All buffers shall be replanted to buffer standards where sparsely vegetated or where disturbed. Replantings are subject to City of Hapeville approval.

- A Maintenance Inspection of Trees will be performed after one (1) full Growing Season from the date of the Final Construction Inspection. Project Owners at the time of the Maintenance Inspection are responsible for Ordinance Compliance.

- Label at least one tree of each variety with a securely attached water-proof tag bearing legible designation of Botanical and Common Name.

TREE CALCULATION:
SITE AREA: 0.258ACRE
TOTAL TREES REQUIRED: 0.258 X 100 CALIPER INCHES/ACRE= 26 CALIPER INCHES
TOTAL TREES PROVIDED: (7 EACH X 2"CALIPER)+(4 EACH X 3" CALIPER)= 26 CALIPER INCHES

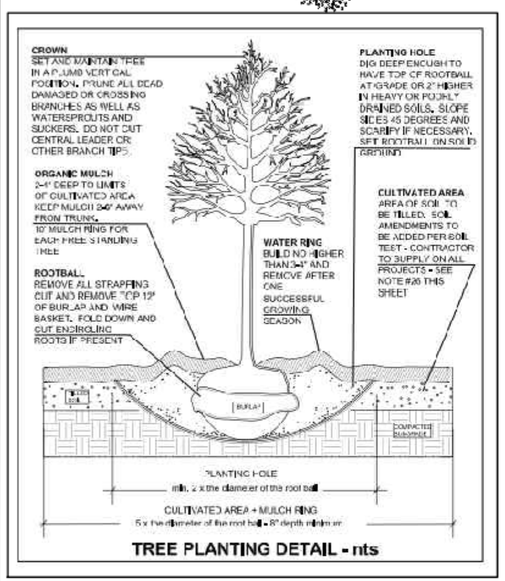
Add required notes

# TREE LEGEND

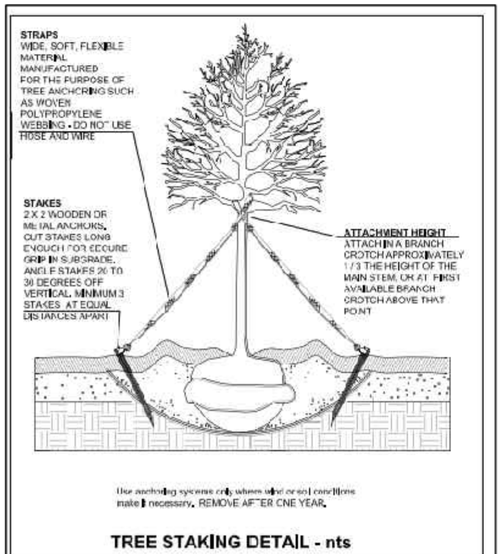
2" CALIPER TREE - ATLANTIC WHITE CEDAR

3" CALIPER TREE - RIVER BIRCH

3" CALIPER TREE - RED MAPLE

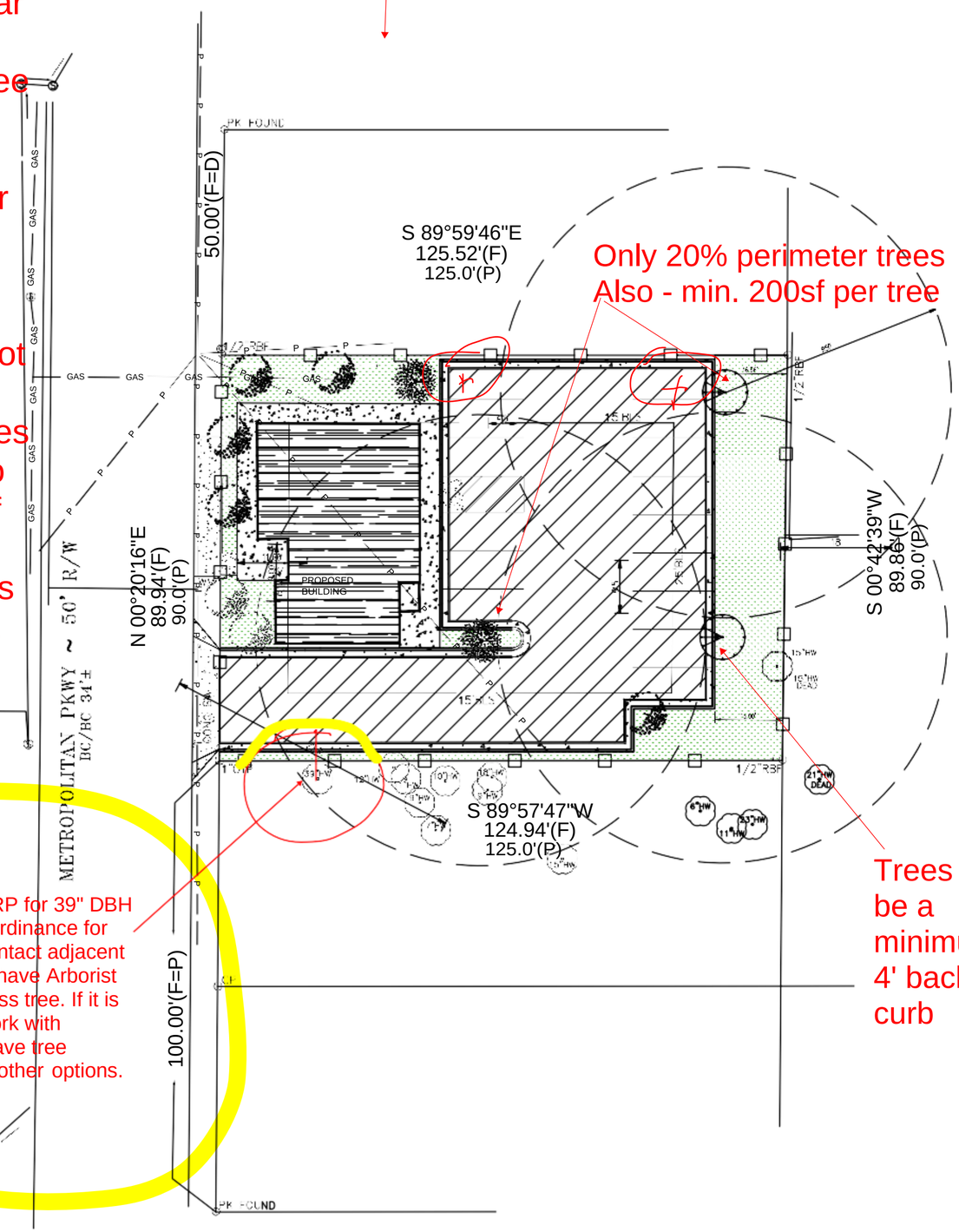



TREE PLANTING DETAIL - nts




TREE STAKING DETAIL - nts

Atlantic white cedar inappropriate for street tree. Use tree list to change palette - suggest oak or pistache for parking lot trees - Maple could be in the bioretention area if there are not pipes - show any pipes and/or utilities on LS plan and do not plant on top of gas, sewer, drainage, etc. lines or structures. Min. 25' between overstory trees.




19.5' undisturbed SRP for 39" DBH tree - required per Ordinance for Boundary Trees. Contact adjacent property owner and have Arborist Report done to assess tree. If it is in poor condition, work with adjacent owner to have tree removed or discuss other options.

11/08/22

| No. | Date | Revision/Issue | Designer: | Technician: | Checked by |
|---|---|---|---|---|---|
| | | | | | |

LANDSCAPE PLAN

JASMINE BLAKE STEWART
Office Building
3166 Dogwood Drive
a.k.a. Metropolitan Pkwy
Hapeville, Ga. 30354

METROCORP DEVELOPMENT ENTERPRISES, INC.

Project No.: LDP3166MP
Date: 11/08/2022
Scale: AS NOTED
Sheet: LS-1

1891 Hapeville GEORGIA
A Community with a Heart

FIRE DEPARTMENT

DAVID BLOODWORTH
FIRE CHIEF

**To: Adrienne Senter**

**From: Brian Eskew, Fire Marshal**

**Re: 3166 Dogwood Dr.**

**Date: January 11, 2023**

**I do not see this project having a negative impact on the Fire Department. If you should need any more information, please let me know. Thanks.**

606 KING ARNOLD STREET • P. O. Box 82311 • HAPEVILLE, GEORGIA 30354
CHIEF'S OFFICE (404) 669-2174

22-PC-12-40

**CITY OF HAPEVILLE**
**ECONOMIC DEVELOPMENT DEPARTMENT**
**SUBDIVISION APPLICATION**

Name of Applicant Phil Carson (MCRT Investments LLC)

Mailing Address 3715 Northside Parkway, Suite 2-440, Atlanta GA 30327

Telephone 404-383-1142 Mobile [redacted]

Email pcarson@mcrtrust.com

Property Owner (s) CML Hapeville, LLC

Mailing Address 3715 Northside Pkwy, Bldg 400 Suite 100, Atlanta, GA 30327

Telephone 404-864-4010 Mobile [redacted]

Address/Location of Property:

SEE APPENDIX

Present Zoning Classification: RMU

Present Land Use: Three single family residential properties, undeveloped properties, and vacant parcels with concrete slabs

Parcel ID #: SEE APPENDIX

I hereby make application to the City of Hapeville, Georgia for the above referenced property. I hereby affirm that the information provided here and above is true, complete and accurate, and I understand that any inaccuracies may be considered just cause for invalidation of this application and any action taken on this application. I understand that the City of Hapeville, Georgia, reserves the right to enforce any and all ordinances regardless of any action or approval on this application. I further understand that it is my/our responsibility to fully comply with all City of Hapeville Codes and Ordinances. I hereby acknowledge that all requirements of the City of Hapeville shall be met. I am able to read and write in English or this document has been read and explained to me and I have fully and voluntarily completed this application. I also understand that false statements or writings made to the City of Hapeville, Georgia are deemed a felony pursuant to O.C.G.A. 16-10-20 and I/we may be prosecuted for a violation thereof.

Phil Carson

**Applicant's signature**

**Date:** 12 / 13 / 22

**Sworn to and subscribed before me**

**This** 13 **day of** December, 2022.

Ashley Fee

**Notary Public**

ASHLEY FEE
NOTARY PUBLIC
MY COMMISSION EXPIRES 1/29/2026
COBB COUNTY, GEORGIA

## WRITTEN SUMMARY

Provide a detailed summary of the proposed project in the space provided below:

Please see attached project summary.

**CITY OF HAPEVILLE**
**ECONOMIC DEVELOPMENT DEPARTMENT**
**SUBDIVISION APPLICATION**

## AUTHORIZATION OF PROPERTY OWNER

**I CERTIFY THAT I AM THE OWNER OF THE PROPERTY LOCATED AT:**

See Appendix

**City of Hapeville, County of Fulton, State of Georgia**

**WHICH IS THE SUBJECT MATTER OF THIS APPLICATION. I AUTHORIZE THE APPLICANT NAMED BELOW TO ACT AS THE APPLICANT IN THE PURSUIT OF THS APPLICATION FOR PLANNING COMMISSION REVIEW.**

Name of Applicant:
Phil Carson (Mill Creek Residential Trust)

Address of Applicant:
3715 Northside Parkway, Suite 2-440, Atlanta GA 30327

Telephone of Applicant:
404-383-1142

Signature of Owner

Robert Paul Fenson
Print Name of Owner

TONYA M. HOWARD NOTARY PUBLIC GEORGIA COBB COUNTY EXPIRES August 4, 2026

Personally Appeared Before Me this 13th day of December, 2022.

Tonya M. Howard
Notary Public

A Preliminary Plat is a document used to determine the practical ability to subdivide a particular property within the City of Hapeville. Information relating to environmental condition, zoning, development impact, consistency with the Hapeville Comprehensive Plan and relevant town master plans will be considered in the decision process. Submittal of the plat does not guarantee the approval of a Final Plat, a legal document, once recorded with the County, finalizes the subdivision of the land. To be considered, a Preliminary Plat must contain the following information:

PC The proposed subdivision name and location, the name and address of the owner or owners, and the name of the designer of the plat who shall be a state-registered engineer or surveyor.

PC Date, approximate north point and graphic scale.

PC The location of existing and platted property lines, streets, buildings, watercourses, railroads, sewers, bridges, culverts, drain pipes, water mains and any public utility easements, the present zoning classification, if any, both on the land to be subdivided and on the adjoining land; and the names of adjoining property owners or subdivisions.

NA Plans of proposed underground utility layouts (including sewers, water and electricity) showing feasible connections to the existing or any proposed utility systems.

NA The names, locations, widths and other dimensions of proposed streets, alleys, easements, parks and other open spaces, reservations, lot lines and utilities.

PC Contours at vertical intervals of not more than five feet when specifically not required by the planning commission.

PC The acreage of the land to be subdivided.

PC Location sketch map or city map showing relationship of subdivision site to area.

**Please initial each item on the list above certifying that all required information has been included on the preliminary plat. Sign and submit this form with your Preliminary Plat application. Failure to include this form and information required herein may result in additional delays for the consideration of your application.**

Applicant Signature: Phil Carson Date 12/13/22

## Final Plat Checklist

A Final Plat is a legal document, once approved and signed by the Hapeville Planning Commission, can be recorded with Fulton County Superior Court. Only a final plat legally subdivides a parcel. Filing with the County will establish the new deed for the property and assign tax parcel identification information. To be considered, a Final Plat must contain the following information:

_____ The lines of all streets and roads, alley lines, lot lines, building setback lines, lots numbered in numerical order, house numbers, reservations, easements and any areas to be dedicated to public use or sites for other than residential use with notes stating their purpose and any limitations.

_____ Sufficient data to determine readily and reproduce on the ground the location, bearing and length of every street line, lot line, boundary line, block line and building line, whether curved or straight, and including true north point. This shall include the radius, central angle and tangent distance for the centerline of curved streets an curved property lines that are not the boundary of curved streets.

_____ All dimensions to the nearest 100th of a foot and angles to the nearest minutes.

_____ Location and description of monuments.

_____ The names and locations of adjoining subdivisions and streets and the location and ownership of adjoining unsubdivided property.

_____ Date, title, name and location of subdivision, graphic scale and true north point.

**Please initial each item on the list above certifying that all required information has been included on the plat. Sign and submit this form with your Final Plat application. Failure to include this form and information required herein may result in additional delays for the consideration of your application.**

**Supplemental Documents for Final Plat:**

- Certification showing that the applicant is the landowner or legally authorized representative and dedicates streets, rights-of-way and any sites for public use.
- Certification by surveyor or engineer to accuracy of survey and plat and placement of monuments.
- Certification by the City Engineer that the subdivider has complied with one of the following alternatives:
  1. All improvements have been installed in accord with the requirements of the regulations; or
  2. A security bond has been posted in sufficient amount to ensure the completion of all required improvements.
- Certification of approval to be signed by the secretary of the Planning Commission following the approval of the final plat.

Once a Final Plat has been approved and signed by the Chair of the Hapeville Planning Commission, the applicant may pick up copies of the plat for filing with Fulton County Superior Court at 136 Pryor Street, Atlanta, GA 30303. Once filed and stamped by the recorder's office, a copy should be returned to the Hapeville Department of Economic Development to be held on file.

Applicant Signature: _____ Date_____

# APPENDIX A

# EXISTING PROPERTY OWNERS

| Parcel Number | Parcel ID | Street Address | Acreage | Owner |
|---|---|---|---|---|
| 48 | 14 009600050027 | 3668 Elm Street | 0.390 | CML Hapeville, LLC |
| 47 | 14 009600050035 | 3660 Elm Street | 0.390 | CML Hapeville, LLC |
| 46 | 14 009600050233 | 3656 Elm Street | 0.652 | CML Hapeville, LLC |
| 45 | 14 009600050068 | 3652 Elm Street | 0.230 | CML Hapeville, LLC |
| 44 | 14 009600050076 | | 0.460 | CML Hapeville, LLC |
| 43 | 14 009600050175 | 3648 Elm Street | 0.369 | CML Hapeville, LLC |
| 42 | 14 009600050225 | 3562 Elm Street | 0.543 | CML Hapeville, LLC |
| 41 | 14 009600050217 | 3558 Elm Street | 1.269 | CML Hapeville, LLC |
| 40 | 14 009500010097 | 522 Henry Ford II Avenue | 0.378 | CML Hapeville, LLC |
| 39 | 14 009500010287 | 530 Henry Ford II Avenue | 0.398 | CML Hapeville, LLC |
| XX | 14 009500010113 | 3572 & 3560 Perkins Street | 1.127 | City of Hapeville* |
| | 14 009500010188 | | | |
| 33 | 14 009500010337 | | 0.139 | CML Hapeville, LLC |
| 34 | 14 009500010311 | 573 College Street | 0.732 | CML Hapeville, LLC |
| 35 | 14 009500010154 | 557 College Street | 0.281 | CML Hapeville, LLC |
| 36 | 14 009500010147 | 555 College Street | 0.269 | CML Hapeville, LLC |
| 37 | 14 009500010139 | 549 College Street | 0.278 | CML Hapeville, LLC |
| 38 | 14 009500010121 | 543 College Street | 0.405 | CML Hapeville, LLC |
| | | | **8.310** | |
| | | Excluding City Parcel | 7.183 | |

# APPENDIX B

# PROJECT SUMMARY

Kimley»Horn

December 13, 2022

City of Hapeville
3468 North Fulton Avenue
Hapeville, Georgia 30354

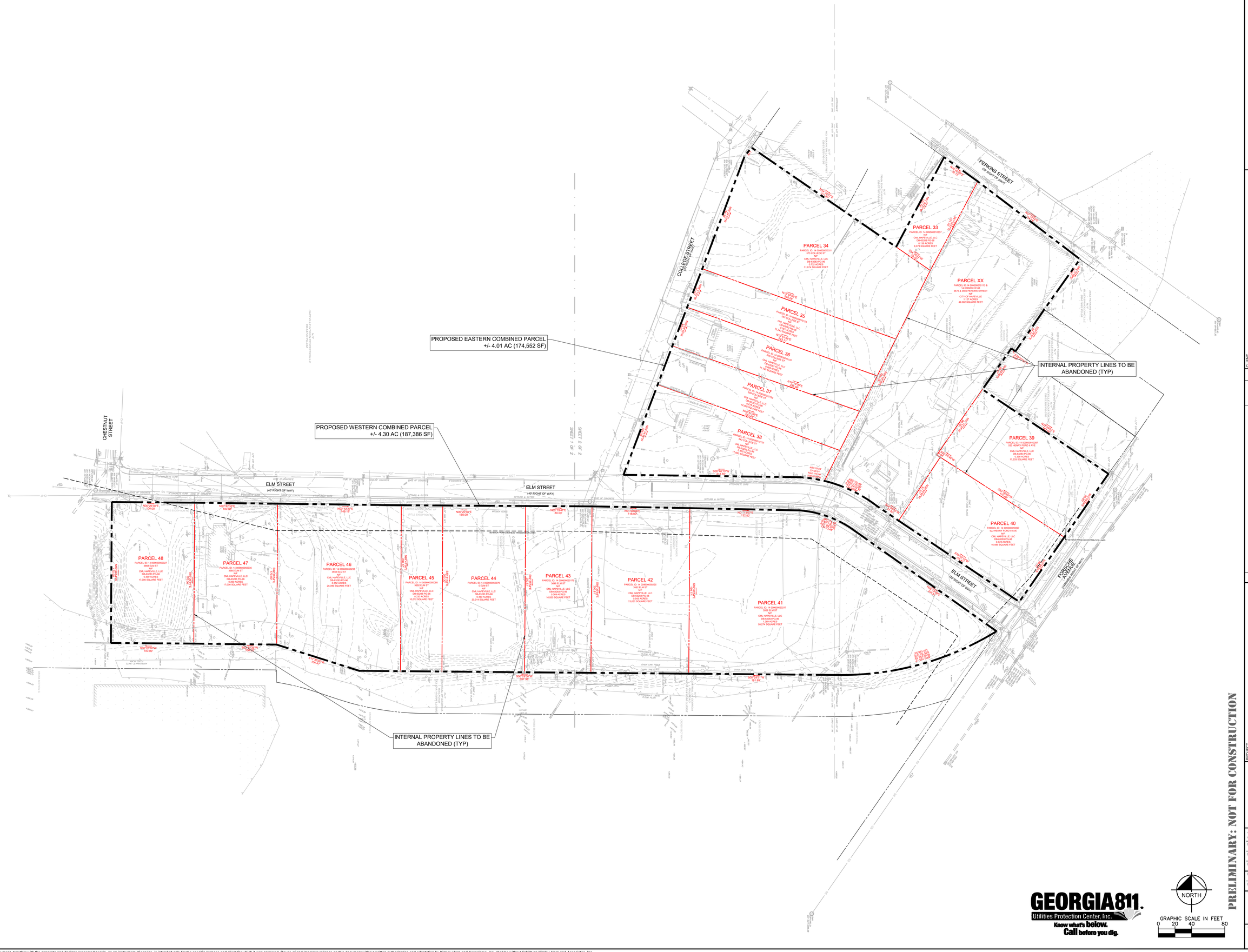
**RE:** ***Modera Hapeville – Project Summary for Planning Commission Application***

Modera Hapeville is a proposed multifamily development located in Hapeville, GA. The project site consists of 17* existing parcels (8.31 acres total) located at the intersection of Porsche Avenue and Elm Street. The development includes the construction of 300 multifamily apartment units (split between 8 garden style buildings) and a leasing/amenity center. The project also includes associated utilities and stormwater infrastructure, surface parking, and streetscape improvements.

The existing parcels will be consolidated. See separate attached document for summary of parcels, including addresses.

* 2 parcels currently house the City Public Works department. These have been included in the site plan but are pending final agreements with the seller.

Modera Hapeville includes 300 for rent multi-family residential apartment units located near downtown Hapeville, Georgia. At the intersection of Porsche Avenue and Elm Street, Modera Hapeville community includes seven, 4 story apartment buildings and one 5 story podium building with 4 story apartments above 1 story retail and amenity fitness with an industrial modern aesthetic. These buildings will have large glass views, corrugated metal panel accents and brick veneer to reference the surrounding neighborhood development. The Modera Hapeville community includes an amenity clubhouse, large pool, and green space. The two-story Clubhouse includes, Clubroom, Leasing, Co-work room, Game room, mail and balcony overlooking pool. The Modera Hapeville retail creates an active space for entertaining and engaging the retail of downtown area.




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

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

PRELIMINARY: NOT FOR CONSTRUCTION

Kimley»Horn

© 2021 KIMLEY-HORN AND ASSOCIATES, INC.

817 WEST PEACHTREE STREET NW, SUITE 601
ATLANTA, GEORGIA 30308
PHONE: (404) 459-8700
WWW.KIMLEY-HORN.COM

MILL CREEK
PEOPLE · PLACES · RELATIONSHIPS

CLIENT
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PARKWAY NW, SUITE 2-440
ATLANTA, GA 30327

| No. | REVISION DESCRIPTIONS | DATE | BY |
|---|---|---|---|
| | COMBINATION PLAT | 12/13/2022 | CRG |

PROJECT
MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000078213 |
| DRAWN BY | CRG |
| DESIGNED BY | CRG |
| REVIEWED BY | BWS |
| DATE | 07/28/2021 |
| PROJECT NO. | 019947031 |

TITLE
COMBINATION PLAT

SHEET NUMBER

Drawing name: K:\AMT_CIVIL\019947031_Modera Hapeville\WP\Apps\Hapeville\MCRT HAPEVILLE - COMBINATION PLAT.dwg C1-60 - EXISTING CONDITIONS PLAN Dec 12, 2022 9:44pm by Connor Galloway

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

## TITLE EXCEPTIONS

STEWART TITLE GUARANTY COMPANY
COMMITMENT NUMBER: 21000140110
COMMITMENT DATE: MARCH 09, 2021 AT 5:00 PM
SCHEDULE B –PART II
EXCEPTIONS

PARCEL 35
9. RIGHT–OF–FLIGHT EASEMENT FROM MAE M. CHRONISTER A/K/A ISLA MAE M. CHRONISTER TO THE CITY OF ATLANTA, DATED FEBRUARY 9, 1990, FILED FEBRUARY 12, 1990 AND RECORDED IN DEED BOOK 13197, PAGE 277, RECORDS OF THE SUPERIOR COURT OF FULTON COUNTY, GEORGIA.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR FLIGHT OVER A PROPERTY. ALSO INCLUDES RESTRICTIONS ON USE AND DEVELOPMENT OF PROPERTY. SAID EASEMENT AND RESTRICTIONS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

PARCEL 36
10. RIGHT–OF–FLIGHT EASEMENT FROM ISLA MAY CHRONISTER TO THE CITY OF ATLANTA, DATED FEBRUARY 12, 1988, FILED FEBRUARY 17, 1988 AND RECORDED IN DEED BOOK 11334, PAGE 27, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR FLIGHT OVER A PROPERTY. ALSO INCLUDES RESTRICTIONS ON USE AND DEVELOPMENT OF PROPERTY. SAID EASEMENT AND RESTRICTIONS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

PARCEL 37
11. RIGHT–OF–FLIGHT EASEMENT FROM EDGAR O. MURPHY, PEGGE C. MURPHY AND OLLIE E. CONINE TO THE CITY OF ATLANTA, DATED DECEMBER 21, 1989, FILED DECEMBER 29, 1989 AND RECORDED IN DEED BOOK 13090, PAGE 237, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR FLIGHT OVER A PROPERTY. ALSO INCLUDES RESTRICTIONS ON USE AND DEVELOPMENT OF PROPERTY. SAID EASEMENT AND RESTRICTIONS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

PARCEL 38
12. RIGHT–OF–FLIGHT AGREEMENT BETWEEN OLLIE E. CONINE AND THE CITY OF ATLANTA, DATED FEBRUARY 4, 1988, FILED FEBRUARY 8, 1988 AND RECORDED IN DEED BOOK 11318, PAGE 88, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR FLIGHT OVER A PROPERTY. ALSO INCLUDES RESTRICTIONS ON USE AND DEVELOPMENT OF PROPERTY. SAID EASEMENT AND RESTRICTIONS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

PARCEL 39
13. TELECOMMUNICATIONS EASEMENT AS SET FORTH IN EASEMENT DEED BY COURT ORDER IN SETTLEMENT OF LANDOWNER ACTION PURSUANT TO CIVIL ACTION FILE NO. 3:02–CV–055–WBH IN THE UNITED STATES DISTRICT COURT, NORTHERN DISTRICT OF GEORGIA, NEWNAN DIVISION, STYLED GEORGE L. TEDDER, ET AL. VS. WILTEL COMMUNICATIONS, LLC (F/K/A WILLIAMS COMMUNICATIONS, INC.), SPRINT COMMUNICATIONS COMPANY L.P. AND QWEST COMMUNICATIONS COMPANY, LLC, FILED JANUARY 10, 2014 AND RECORDED IN DEED BOOK 53495, PAGE 520, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES A TELECOMMUNICATIONS EASEMENT. SAID EASEMENT DOES AFFECT THE SUBJECT PROPERTY AND IS BLANKET IN NATURE; UNABLE TO PLOT.

14. CONSTRUCTION EASEMENT FROM MAIN STREET PARTNER GROUP, LLC TO THE CITY OF HAPEVILLE, GEORGIA, DATED AUGUST 10, 2016, FILED AUGUST 22, 2016 AND RECORDED IN DEED BOOK 56510, PAGE 662, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES A TEMPORARY EASEMENT FOR CONSTRUCTION. ALSO INCLUDES A CONVEYANCE OF ACCESS RIGHTS ALONG ADJACENT RIGHTS OF WAY (LIMITED ACCESS). SAID EASEMENT IS EXPIRED AND THEREFOR NO LONGER AFFECTS THE SUBJECT PROPERTY. SAID CONVEYANCE OF ACCESS RIGHTS DOES AFFECT THE SUBJECT PROPERTY AS SHOWN.

PARCEL 40
15. TELECOMMUNICATIONS EASEMENT AS SET FORTH IN EASEMENT DEED BY COURT ORDER IN SETTLEMENT OF LANDOWNER ACTION PURSUANT TO CIVIL ACTION FILE NO. 3:02–CV–055–WBH IN THE UNITED STATES DISTRICT COURT, NORTHERN DISTRICT OF GEORGIA, NEWNAN DIVISION, STYLED GEORGE L. TEDDER, ET AL. VS. WILTEL COMMUNICATIONS, LLC (F/K/A WILLIAMS COMMUNICATIONS, INC.), SPRINT COMMUNICATIONS COMPANY L.P. AND QWEST COMMUNICATIONS COMPANY, LLC, FILED JANUARY 10, 2014 AND RECORDED IN DEED BOOK 53495, PAGE 520, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES A TELECOMMUNICATIONS EASEMENT. SAID EASEMENT DOES AFFECT THE SUBJECT PROPERTY AND IS BLANKET IN NATURE; UNABLE TO PLOT.

16. CONSTRUCTION EASEMENT FROM MAIN STREET PARTNER GROUP, LLC TO THE CITY OF HAPEVILLE, GEORGIA, DATED AUGUST 10, 2016, FILED AUGUST 22, 2016 AND RECORDED IN DEED BOOK 56510, PAGE 662, AFORESAID RECORDS.
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PARCEL 41
17. EASEMENT FROM SYBIL A. TIMMERMAN TO GEORGIA POWER COMPANY, DATED JANUARY 28, 1993, FILED JUNE 28, 1 993 AND RECORDED IN DEED BOOK 16852, PAGE 87, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

18. TELECOMMUNICATIONS EASEMENT AS SET FORTH IN EASEMENT DEED BY COURT ORDER IN SETTLEMENT OF LANDOWNER ACTION PURSUANT TO CIVIL ACTION FILE NO. 3:02–CV–055–WBH IN THE UNITED STATES DISTRICT COURT, NORTHERN DISTRICT OF GEORGIA, NEWNAN DIVISION, STYLED GEORGE L. TEDDER, ET AL. VS. WILTEL COMMUNICATIONS, LLC (F/K/A WILLIAMS COMMUNICATIONS, INC.), SPRINT COMMUNICATIONS COMPANY L.P. AND QWEST COMMUNICATIONS COMPANY, LLC, FILED JANUARY 10, 2014 AND RECORDED IN DEED BOOK 53495, PAGE 520, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES A TELECOMMUNICATIONS EASEMENT. SAID EASEMENT DOES AFFECT THE SUBJECT PROPERTY AND IS BLANKET IN NATURE; UNABLE TO PLOT.

19. CONSTRUCTION EASEMENT FROM MAIN STREET PARTNER GROUP, LLC TO THE CITY OF HAPEVILLE, GEORGIA, DATED AUGUST 10, 2016, FILED AUGUST 22, 2016 AND RECORDED IN DEED BOOK 56510, PAGE 662, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES A TEMPORARY EASEMENT FOR CONSTRUCTION. ALSO INCLUDES A CONVEYANCE OF ACCESS RIGHTS ALONG ADJACENT RIGHTS OF WAY (LIMITED ACCESS). SAID EASEMENT IS EXPIRED AND THEREFOR NO LONGER AFFECTS THE SUBJECT PROPERTY. SAID CONVEYANCE OF ACCESS RIGHTS DOES AFFECT THE SUBJECT PROPERTY AS SHOWN.

PARCEL 42
20. EASEMENT FROM SYBIL A. TIMMERMAN, HAVING AN UNDIVIDED 1/3 INTEREST, TO GEORGIA POWER COMPANY, DATED JANUARY 28, 1993, FILED JUNE 26, 1993 AND RECORDED IN DEED BOOK 16852, PAGE 77, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

21. EASEMENT FROM J. O. DICKINSON, JR., HAVING AN UNDIVIDED 1/3 INTEREST, TO GEORGIA POWER COMPANY, DATED JANUARY 28, 1993, FILED JUNE 26, 1993 AND RECORDED IN DEED BOOK 16852, PAGE 79, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES A 25' WIDE EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS WITHIN 25 FEET IF POLE LINE THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AS SHOWN.

22. EASEMENT FROM B. E. MOORE, HAVING AN UNDIVIDED 1/3 INTEREST, TO GEORGIA POWER COMPANY, DATED JANUARY 28, 1993, FILED JUNE 26, 1993 AND RECORDED IN DEED BOOK 16852, PAGE 81, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

23. CONSTRUCTION EASEMENT FROM MAIN STREET PARTNER GROUP, LLC TO THE CITY OF HAPEVILLE, GEORGIA, DATED AUGUST 10, 2016, FILED AUGUST 22, 2016 AND RECORDED IN DEED BOOK 56510, PAGE 662, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES A TEMPORARY EASEMENT FOR CONSTRUCTION. ALSO INCLUDES A CONVEYANCE OF ACCESS RIGHTS ALONG ADJACENT RIGHTS OF WAY (LIMITED ACCESS). SAID EASEMENT IS EXPIRED AND THEREFOR NO LONGER AFFECTS THE SUBJECT PROPERTY. SAID CONVEYANCE OF ACCESS RIGHTS DOES AFFECT THE SUBJECT PROPERTY AS SHOWN.

PARCEL 43
24. RIGHT–OF–FLIGHT EASEMENT FROM BELTON B. TUCKER TO THE CITY OF ATLANTA, DATED NOVEMBER 9, 1988, FILED NOVEMBER 16, 1988 AND RECORDED IN DEED BOOK 12054, PAGE 208, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR FLIGHT OVER A PROPERTY. ALSO INCLUDES RESTRICTIONS ON USE AND DEVELOPMENT OF PROPERTY. SAID EASEMENT AND RESTRICTIONS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

25. EASEMENT FROM BELTON B. TUCKER TO GEORGIA POWER COMPANY, DATED DECEMBER 15, 1992, FILED FEBRUARY 10, 1993 AND RECORDED IN DEED BOOK 16300, PAGE 309, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

26. CONSTRUCTION EASEMENT FROM MAIN STREET PARTNER GROUP, LLC TO THE CITY OF HAPEVILLE, GEORGIA, DATED AUGUST 10, 2016, FILED AUGUST 22, 2016 AND RECORDED IN DEED BOOK 56510, PAGE 662, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES A TEMPORARY EASEMENT FOR CONSTRUCTION. ALSO INCLUDES A CONVEYANCE OF ACCESS RIGHTS ALONG ADJACENT RIGHTS OF WAY (LIMITED ACCESS). SAID EASEMENT IS EXPIRED AND THEREFOR NO LONGER AFFECTS THE SUBJECT PROPERTY. SAID CONVEYANCE OF ACCESS RIGHTS DOES AFFECT THE SUBJECT PROPERTY AS SHOWN.

PARCELS 44 & 45
27. RIGHT–OF–FLIGHT EASEMENT FROM BELTON B. TUCKER TO THE CITY OF ATLANTA, DATED NOVEMBER 9, 1988, FILED NOVEMBER 16, 1988 AND RECORDED IN DEED BOOK 12054, PAGE 208, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR FLIGHT OVER A PROPERTY. ALSO INCLUDES RESTRICTIONS ON USE AND DEVELOPMENT OF PROPERTY. SAID EASEMENT AND RESTRICTIONS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

28. EASEMENT FROM BELTON B. TUCKER TO GEORGIA POWER COMPANY, DATED DECEMBER 15, 1992, FILED FEBRUARY 10, 1993 AND RECORDED IN DEED BOOK 16300, PAGE 309, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

29. EASEMENT FROM SYBIL A. TIMMERMAN TO GEORGIA POWER COMPANY, DATED JANUARY 28, 1993, FILED MAY 7, 1993 AND RECORDED IN DEED BOOK 16559, PAGE 264, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

30. EASEMENT FROM C.C. TOMLINSON TO GEORGIA POWER COMPANY, DATED JANUARY 25, 1993, FILED MAY 7, 1993 AND RECORDED IN DEED BOOK 16559, PAGE 266, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES A 25' WIDE EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS WITHIN 25 FEET IF POLE LINE THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AS SHOWN.

31. CONSTRUCTION EASEMENT FROM MAIN STREET PARTNER GROUP, LLC TO THE CITY OF HAPEVILLE, GEORGIA, DATED AUGUST 10, 2016, FILED AUGUST 22, 2016 AND RECORDED IN DEED BOOK 56510, PAGE 662, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES A TEMPORARY EASEMENT FOR CONSTRUCTION. ALSO INCLUDES A CONVEYANCE OF ACCESS RIGHTS ALONG ADJACENT RIGHTS OF WAY (LIMITED ACCESS). SAID EASEMENT IS EXPIRED AND THEREFOR NO LONGER AFFECTS THE SUBJECT PROPERTY. SAID CONVEYANCE OF ACCESS RIGHTS DOES AFFECT THE SUBJECT PROPERTY AS SHOWN.

32. ALL MATTERS AFFECTING SUBJECT PROPERTY AS SHOWN ON PLAT RECORDED IN PLAT BOOK 9, PAGE 55, AFORESAID RECORDS.
SAID PLAT CONTAINS NO ADDITIONAL MATTERS THAT AFFECT THE SUBJECT PROPERTY.

PARCEL 46
33. RIGHT–OF–FLIGHT EASEMENT FROM MARY TUCKER A/K/A MARY B. TUCKER TO THE CITY OF ATLANTA, DATED NOVEMBER 9, 1988, FILED NOVEMBER 16, 1988 AND RECORDED IN DEED BOOK 12054, PAGE 206, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR FLIGHT OVER A PROPERTY. ALSO INCLUDES RESTRICTIONS ON USE AND DEVELOPMENT OF PROPERTY. SAID EASEMENT AND RESTRICTIONS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

34. EASEMENT FROM MARY B. TUCKER TO GEORGIA POWER COMPANY, DATED FEBRUARY 8, 1989, FILED JULY 7, 1989 AND RECORDED IN DEED BOOK 12637, PAGE 43, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY LINES AND POLES NO LONGER EXIST; UNABLE TO PLOT.

35. EASEMENT FROM MARY TUCKER ESTATE TO GEORGIA POWER COMPANY, DATED DECEMBER 15, 1992, FILED FEBRUARY 10, 1993 AND RECORDED IN DEED BOOK 16300, PAGE 308, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

36. EASEMENT FROM BELTON B. TUCKER TO GEORGIA POWER COMPANY, DATED DECEMBER 15, 1992, FILED FEBRUARY 10, 1993 AND RECORDED IN DEED BOOK 16300, PAGE 309, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

37. CONSTRUCTION EASEMENT FROM MAIN STREET PARTNER GROUP, LLC TO THE CITY OF HAPEVILLE, GEORGIA, DATED AUGUST 10, 2016, FILED AUGUST 22, 2016 AND RECORDED IN DEED BOOK 56510, PAGE 662, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES A TEMPORARY EASEMENT FOR CONSTRUCTION. ALSO INCLUDES A CONVEYANCE OF ACCESS RIGHTS ALONG ADJACENT RIGHTS OF WAY (LIMITED ACCESS). SAID EASEMENT IS EXPIRED AND THEREFOR NO LONGER AFFECTS THE SUBJECT PROPERTY. SAID CONVEYANCE OF ACCESS RIGHTS DOES AFFECT THE SUBJECT PROPERTY AS SHOWN.

38. ALL MATTERS AFFECTING SUBJECT PROPERTY AS SHOWN ON PLAT RECORDED IN PLAT BOOK 9, PAGE 55, AFORESAID RECORDS.
SAID PLAT CONTAINS NO ADDITIONAL MATTERS THAT AFFECT THE SUBJECT PROPERTY.

PARCEL 47
39. RIGHT–OF–FLIGHT AGREEMENT BETWEEN RUBY H. WIGGINS AND THE CITY OF ATLANTA, DATED MAY 20, 1988, FILED MAY 24, 1988 AND RECORDED IN DEED BOOK 11558, PAGE 5, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR FLIGHT OVER A PROPERTY. ALSO INCLUDES RESTRICTIONS ON USE AND DEVELOPMENT OF PROPERTY. SAID EASEMENT AND RESTRICTIONS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

40. EASEMENT FROM MRS. RUBY H. WIGGINS TO GEORGIA POWER COMPANY, DATED NOVEMBER 20, 1992, FILED DECEMBER 16, 1992 AND RECORDED IN DEED BOOK 16081, PAGE 277, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

41. PERMIT FOR ANCHORS, GUY POLES AND WIRES FROM MRS. RUBY H. WIGGINS TO GEORGIA POWER COMPANY, DATED APRIL 13, 1993, FILED MAY 7, 1993 AND RECORDED IN DEED BOOK 16559, PAGE 263, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

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43. ALL MATTERS AFFECTING SUBJECT PROPERTY AS SHOWN ON PLAT RECORDED IN DEED BOOK T4, PAGE 400, AFORESAID RECORDS.
SAID PLAT CONTAINS NO ADDITIONAL MATTERS THAT AFFECT THE SUBJECT PROPERTY.

PARCEL 48
44. EASEMENT FROM CHARLES KIKER TO GEORGIA POWER COMPANY, DATED SEPTEMBER 18, 1979, FILED SEPTEMBER 26, 1979 AND RECORDED IN DEED BOOK 7365, PAGE 333, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

45. EASEMENT FROM CHARLES H. KIKER, JR. TO GEORGIA POWER COMPANY, DATED NOVEMBER 2, 1992, FILED DECEMBER 16, 1992 AND RECORDED IN DEED BOOK 16081, PAGE 286, AFORESAID RECORDS.
SAID DOCUMENT DESCRIBES AN EASEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF AN ELECTRIC LINES. ALSO INCLUDES THE RIGHT TO CLEAR ANY OBSTRUCTIONS THAT MIGHT INTERFERE WITH SAID LINE AND THE RIGHT OF ENTRY TO ACCESS SAID LINE. SAID EASEMENT AND RIGHTS DO AFFECT THE SUBJECT PROPERTY AND ARE BLANKET IN NATURE; UNABLE TO PLOT.

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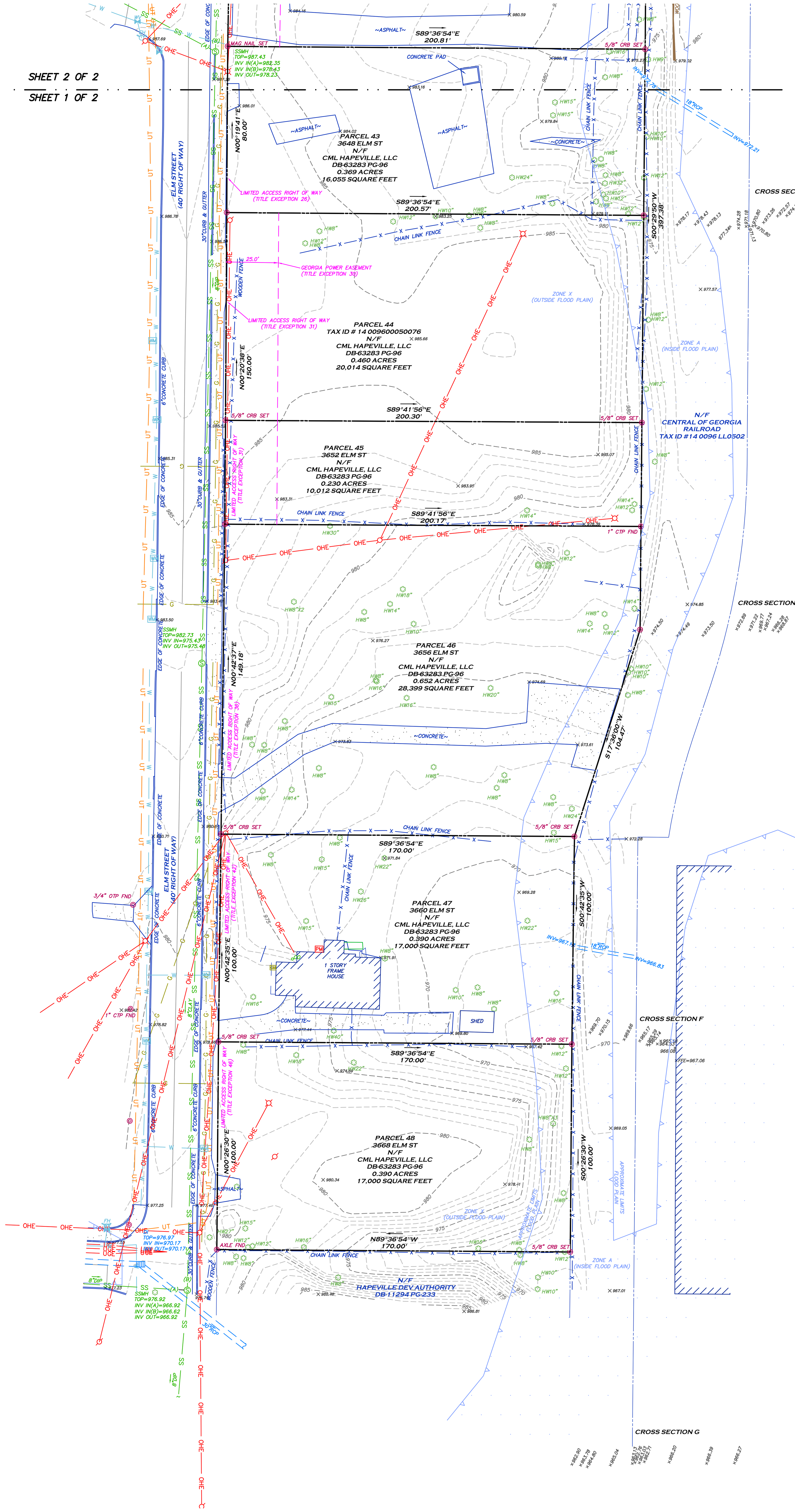
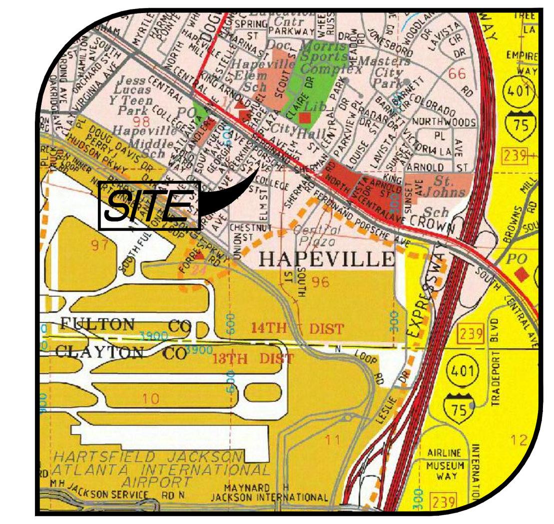



VICINITY MAP

MAGNETIC NORTH
GA WEST
(SURVEY NOTE 6)

GRAPHIC SCALE
30' 0 30' 60'
1 Inch = 30 Feet

## SURVEY NOTES

1) PROPERTY SHOWN HEREON WAS SURVEYED APRIL 28, 2021.

2) THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE OF 1' IN 54,195' WITH AN ANGULAR ERROR OF 3.5 SECONDS PER ANGLE POINT AND WAS ADJUSTED USING THE LEAST SQUARES METHOD.

3) A TOPCON GTP–3005LW TOTAL STATION, TOPCON HIPER SR GPS RECEIVER, AND CARLSON SURVEYOR+ DATA COLLECTOR WERE USED FOR FIELD SURVEY MEASUREMENTS.

4) THIS PLAT HAS AN AVERAGE MAP CLOSURE OF 1' IN 354,282'.

5) SAID DESCRIBED PROPERTY IS LOCATED WITHIN AREAS HAVING ZONE DESIGNATION X AND A ON FLOOD INSURANCE RATE MAPS NO. 13121C0366F, 13121C0368F, 13121C0368F, AND 13121C0369F,WITH A DATE OF IDENTIFICATION OF SEPTEMBER 18, 2013, FOR COMMUNITY NUMBER 130502, IN THE CITY OF HAPEVILLE , STATE OF GEORGIA, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED.

6) CONTROL AND BEARING BASIS FOR THIS SURVEY WERE ESTABLISHED USING A TOPCON HIPER SR GPS RECEIVER UTILIZING NETWORK RTK CORRECTIONS PROVIDED BY THE REAL TIME NETWORK OPERATED BY EARL DUDLEY. THE RELATIVE POSITIONAL ACCURACY, AS CALCULATED ACCORDING TO THE FEDERAL GEOGRAPHIC DATA COMMITTEE PART 3: NATIONAL STANDARD FOR SPATIAL DATA ACCURACY, IS .05 FEET HORIZONTAL AND .07 FEET VERTICAL AT THE 95% CONFIDENCE LEVEL.

7) UTILITIES SHOWN PER MARKINGS PLACED BY UTILITY–MARKING, L.L.C.. UTILITIES OTHER THAN THOSE SHOWN HEREON MAY EXIST. LOWERY & ASSOCIATES MAKES NO GUARANTEE AS TO THE EXISTENCE OR NON–EXISTENCE OF SAID UTILITIES.

8) NO OBSERVED EVIDENCE OF CEMETERIES, GRAVESITES, AND/OR BURIAL GROUNDS AT TIME OF SURVEY.

9) PROPERTY SHOWN HEREON LIES WITHIN THE RECORD DESCRIPTION AS STATED IN SCRIVENER'S AFFIDAVIT RECORDED IN DEED BOOK 63283, PAGE 96, FULTON COUNTY RECORDS.

10) THIS DESCRIBES THE SAME PROPERTY AS DESCRIBED IN STEWART TITLE GUARANTY COMPANY COMMITMENT NO:21000140110 DATED DECEMBER 8, 2020, MARCH 09, 2021 AT 5:00 PM
11) NO ENCROACHMENTS OTHER THAN THOSE SHOWN HEREON WERE OBSERVABLE AT TIME OF SURVEY.

12) AT THE TIME OF THE SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

13) AT THE TIME OF THE SURVEY THERE WERE NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES OR OBSERVABLE EVIDENCE OF STREET OR SIDEWALK REPAIRS.

14) AT THE TIME OF THE SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

15) SUBJECT PROPERTIES HAS DIRECT ACCESS TO ELM STREET, COLLAGE STREET, HENRY FORD II AVENUE, AND PERKINS STREET, BEING PUBLICLY DEDICATED RIGHTS OF WAY.

16) SUBJECT PROPERTY IS CONTIGUOUS TO ALL ADJACENT PROPERTIES AND RIGHTS OF WAY. NO GAPS, GORES, OR OVERLAPS ARE KNOWN TO EXISTS.

## ZONING

PER ITEMS 6(A) AND 6(B) OF THE 2016 ALTA/NSPS LAND TITLE SURVEY MINIMUM STANDARD DETAIL REQUIREMENTS, SETBACKS AND OTHER ZONING RESTRICTIONS/REQUIREMENTS CANNOT BE LISTED UNLESS A ZONING REPORT OR LETTER STATING SAID RESTRICTIONS/REQUIREMENTS IS PROVIDED.

## LEGEND

| | |
|---|---|
| | PROPERTY LINE |
| | OVERHANG/AWNING |
| (BEARING/DISTANCE) | RECORD CALLS |
| | BUILDING SETBACK LINE |
| B.S.L. | BUILDING SETBACK LINE |
| | INDEX CONTOUR |
| | MINOR CONTOUR |
| × | SPOT ELEVATION |
| W | WATER LINE |
| OHE | OVERHEAD UTILITY LINE |
| G | GAS LINE |
| SS | SANITARY SEWER LINE |
| UGE | UNDERGROUND ELECTRIC LINE |
| x | FENCE LINE |
| | STORM DRAIN PIPE |
| WV | WATER VALVE |
| WM | WATER METER |
| FH | FIRE HYDRANT |
| GM | GAS METER |
| GV | GAS VALVE |
| PM | POWER METER |
| S | SANITARY SEWER MANHOLE |
| DI | DROP INLET |
| SWCB | SINGLE–WING CATCH BASIN |
| DWCB | DOUBLE–WING CATCH BASIN |
| JB | JUNCTION BOX |
| RB | REBAR |
| CRB | CAPPED REBAR |
| FND | FOUND |
| OTP | OPEN TOP PIPE |
| M | MONITORING WELL |
| | LIGHT POLE |
| | UTILITY POLE |
| | SIGN |
| | TREE |

## SURVEYOR'S CERTIFICATION

TO MCRT INVESTMENTS, LLC AND STEWART TITLE GUARANTY COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1–5, 7(A)(B1), 8, 11–14, 16–19, AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON APRIL 28, 2021.

GEORGIA REGISTERED No. 3109 REGISTERED LAND SURVEYOR MITCHELL LOWERY

MITCHELL LOWERY GEORGIA RLS # 3109
DATE OF PLAT OR MAP: MAY 4, 2021


LOWERY & ASSOCIATES
LAND SURVEYING, LLC
317 GRASSDALE ROAD
CARTERSVILLE, GA 30121
770-334-8186
WWW.LOWERYLANDSURVEYS.COM
INFO@LOWERYLANDSURVEYS.COM
GEORGIA C.O.A.: LSF-001102


PREPARED FOR:
MILL CREEK RESIDENTIAL
MCRT INVESTMENTS, LLC
STEWART TITLE GUARANTY COMPANY

ALTA/NSPS LAND TITLE SURVEY OF:
VARIOUS PARCELS IN THE CITY OF HAPEVILLE

STATE: GEORGIA
COUNTY: FULTON
LAND LOTS: 95, 96
DISTRICT: 14

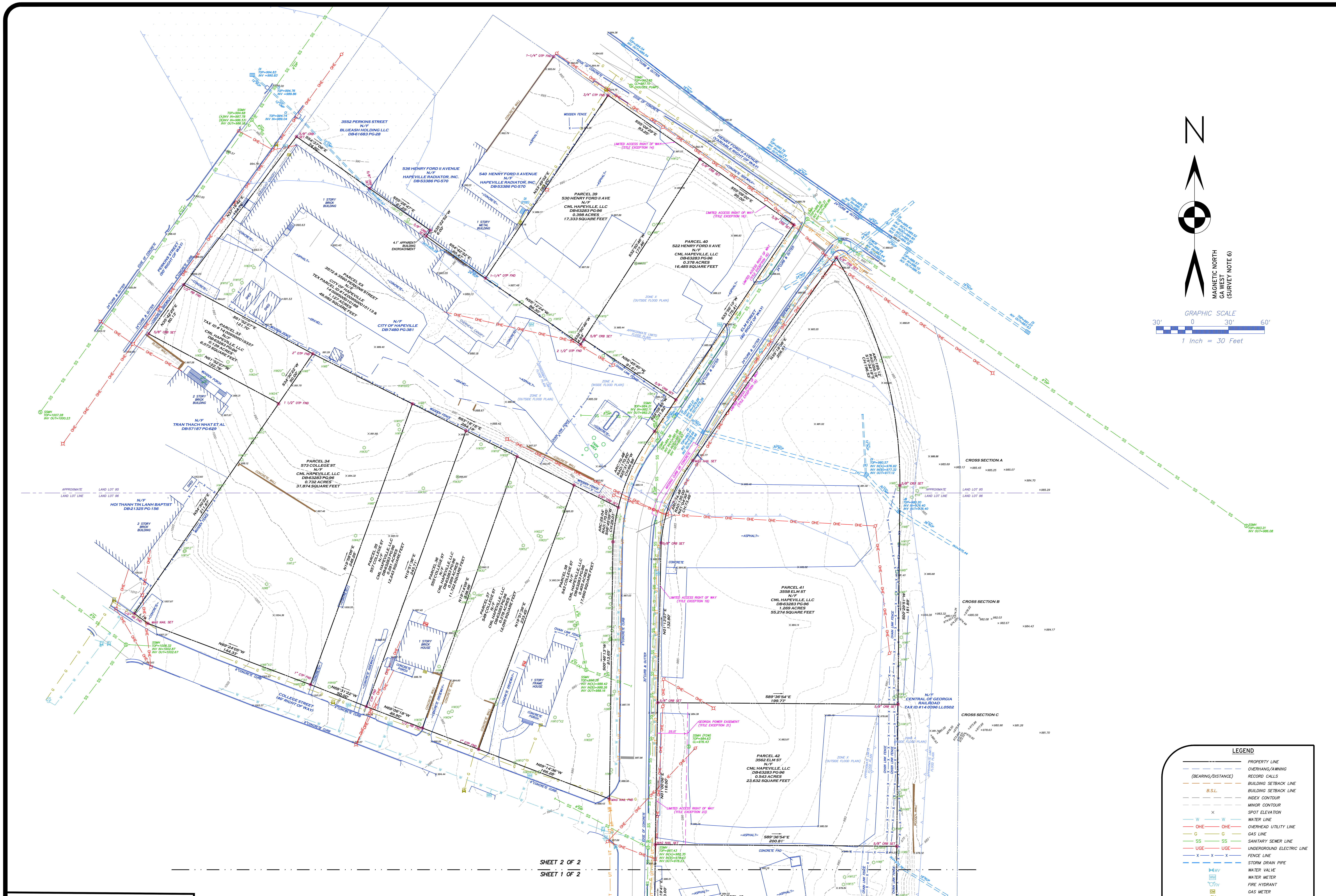
REVISIONS

| DATE: | DESCRIPTION |
|---|---|

Lowery & Associates LAND SURVEYING, LLC

DATE: MAY 4, 2021
JOB #: 213246
SCALE: 1"=30'
DRAWN BY: J.L.T.

SHEET: 1 OF 2

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TO MCRT INVESTMENTS, LLC AND STEWART TITLE GUARANTY COMPANY:

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MITCHELL LOWERY GEORGIA RLS# 3109
DATE OF PLAT OR MAP: MAY 4, 2021

GEORGIA REGISTERED No. 3109 REGISTERED LAND SURVEYOR MITCHELL LOWERY

## LEGEND

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| SWCB | SINGLE–WING CATCH BASIN |
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GEORGIA C.O.A.: LSF-001102

PREPARED FOR:
MILL CREEK RESIDENTIAL
MCRT INVESTMENTS, LLC
STEWART TITLE GUARANTY COMPANY

ALTA/NSPS LAND TITLE SURVEY OF:
VARIOUS PARCELS IN THE CITY OF HAPEVILLE

STATE: GEORGIA | COUNTY: FULTON
LAND LOTS: 95, 96, | DISTRICT: 14

REVISIONS

| DATE: | DESCRIPTION |
|---|---|
| 01/26/21 | TITLE UPDATE |

Lowery & Associates LAND SURVEYING, LLC

DATE: MAY 4, 2021
JOB #: 213246
SCALE: 1"=30'
DRAWN BY: J.L.T.

SHEET: 2 OF 2

**Department of Planning & Zoning**
**PLANNER'S REPORT**

DATE: January 10, 2023
TO: Adrienne Senter
FROM: Lynn M. Patterson
RE: Combination Plat Request 3558 Elm Street

**BACKGROUND**

The City of Hapeville has received a Combination Plat application from Phil Carson (MCRT Investments LLC) to combine 18 parcels into two (2) parcels for the purpose of constructing a mixed-use, multi-family and retail development with 300 apartments and 7,629 SF of retail sited on 8.31 acres along Elm Avenue and Porsche Drive/South Central. There will be eight (8) garden-style buildings and a clubhouse. Seven of the buildings are 4 stories and one is 5 stories with first-story retail and amenity fitness center. The site includes a large pool, and greenspace. The properties are a mix of vacant land and single family residential uses.

The parcels are:

| **Address** | **Parcel Number** | **Acres** |
|---|---|---|
| 3668 Elm Street | 14 0096000 50027 | 0.390 |
| 3660 Elm Street | 14 0096000 50035 | 0.390 |
| 3656 Elm Street | 14 0096000 50233 | 0.652 |
| 3652 Elm Street | 14 0096000 50027 | 0.230 |
| No address | 14 0096000 50068 | 0.460 |
| 3648 Elm Street | 14 0096000 50076 | 0.369 |
| 3562 Elm Street | 14 0096000 50175 | 0.543 |
| 3558 Elm Street | 14 0096000 50225 | 1.269 |
| 522 Henry Ford II Ave | 14 0095000 10097 | 0.378 |
| 530 Henry Ford II Ave | 14 0095000 10287 | 0.398 |
| 3572 & 3560 Perkins Street | 14 0095000 10113 | 1.127 |
| No address | 14 0095000 10188 | |
| No address | 14 0095000 10337 | 0.139 |
| 573 College Street | 14 0095000 10311 | 0.732 |
| 557 College Street | 14 0095000 10154 | 0.281 |
| 555 College Street | 14 0095000 10147 | 0.269 |
| 549 College Street | 14 0095000 10139 | 0.278 |
| 543 College Street | 14 0095000 10121 | 0.405 |
| | | |
| **Total** | | **8.310** |

The parcels are zoned RMU, Residential Mixed Use.

## ***Preliminary Plat***

(1) A minimum of five days prior to the meeting at which the *preliminary* plat is to be considered, the subdivider shall submit two copies of the *preliminary* plat of the proposed subdivision drawn to a scale of not less than one inch equals 100 feet to the planning commission. *Scale is 1":40'*

(2) The *preliminary* plat shall meet the minimum standards of design and the general requirements for the construction of public improvements as set forth in section 90-1-3 and shall contain the following information insofar as possible:

a. The proposed subdivision name and location, name and address of the owner or owners, and name of the author of the plat who shall be a state-registered engineer or land surveyor.

***Meets Requirements***

b. Date, approximate north point and graphic scale.

***Meets Requirements***

c. The location of existing and platted property lines, streets, buildings, watercourses, railroads, sewers, bridges, culverts, drain pipes, water mains and any public utility easements; the present zoning classification of the land to be subdivided and the adjoining land; and the names of adjoining property owners or subdivisions.

***See Engineer report (no zoning shown on combination parcels or adjacent parcels).***

d. Plans of proposed underground utility layouts (including sewers, water mains and electrical service) showing feasible connections to the existing or any proposed utility systems.

***See Engineer report***

e. The names, locations, widths and other dimensions of proposed streets, alleys, easements, parks and other open spaces, reservations, lot lines and utilities.

***See Engineer report***

f. Contours at vertical intervals of not more than five feet.

***Meets Requirements***

g. The acreage of the land to be subdivided and acreage of any lots to be created.

***Meets Requirements***

h. Location map showing the relationship of subdivision to area.

***Not present***

(3) Within 30 days after submission of the *preliminary* plat, the planning commission will review the plat and indicate its approval, denial or approval subject to modifications as a basis for preparation of the final plat. If a plat is denied, reasons for the denial will be indicated in writing. If approved subject to modifications, the nature of the required modifications will also be indicated in writing.

(4) Approval of the *preliminary* plat by the planning commission will not constitute acceptance of the final plat and will not be indicated on the *preliminary* plat.

(5) Failure of planning commission to act on the *preliminary* plat within 30 days of the meeting at which the *preliminary* plat was first considered will be deemed approval of this plat.

(6) One copy of the *preliminary* plat shall be retained by the planning commission secretary. The second copy will be returned to the subdivider with any notations at the time of approval or denial and the specific modifications, if any, required.

(7) Approval of the *preliminary* plat shall lapse and become null and void unless a final plat based thereon is submitted within one year from the date of such approval. The planning commission may grant an extension of time not to exceed 180 days upon good cause shown.

**Sec. 90-1-3. - General requirements and minimum standards of design.**

(a) *Streets.*

(1) *Conformity to the major street plan.* The location and width of all streets and roads shall conform to the official major street plan.

***Porsche Avenue is listed as Variable ROW. Should be a minimum of 70'.***
***Perkins is shown as 50' ROW and is correct.***
***Elm Street is shown as 40' ROW should be 50' ROW.***

(2) *Relation to adjoining street systems.* The proposed street system shall extend existing streets or projects at the same or greater width, but in no case less than the required minimum width.

**Not applicable**

(3) *Street widths.* The minimum width of right-of-way, measured from lot line to lot line, shall be as shown on the major street plan, or if not shown on that plan, shall be not less than as follows:

a. For major streets, 70 feet as may be required. Major streets are those regional roads to be used primarily for fast or heavy traffic and will be located on the major street plan.

b. For arterial streets, 60 feet. Arterial streets are those which carry traffic from minor streets to the major streets and include the principal streets utilized for local circulation.

c. For minor and collector residential streets, 50 feet. Minor streets are those which are used primarily for access to the abutting residential properties and designed to discourage their use by through traffic. Collector residential streets are those which carry traffic from residential streets to arterial streets.

d. For dead-end streets (culs-de-sac), 50 feet. Culs-de-sac are permanent dead-end streets or courts designed so that they cannot be extended in the future. "Hammerhead" turnarounds are also permitted on dead-end streets accessing low density neighborhoods.

e. For alleys, ten feet to 16 feet. Alleys are minor public ways used primarily for service access to the back or side of properties otherwise abutting on a street. In cases where topography or other typical physical conditions make a street of the required minimum width impracticable, the planning commission may modify the above requirements. Through proposed business areas the street widths shall be increased ten feet on each side if needed to provide parking without interference of normal passing traffic.

(4) *Additional width on existing streets.* Subdivisions that adjoin existing streets shall dedicate additional right-of-way to meet the above minimum street width requirements.

a. The entire right-of-way shall be provided where any part of the subdivision is on both sides of the existing street.

b. When the subdivision is located on only one side of an existing street, one-half of the required right-of-way, measured from the centerline of the existing roadway, shall be provided.

(5) *Restriction of access.* When a tract fronts on an arterial street or highway, the planning commission may require those lots to be provided with frontage on an access street.

***No alternative is available.***

(6) *Street grades.* Grades on major streets shall not exceed seven percent. Grades on other streets may exceed seven percent but not ten percent.

**Streets not changed.**

(7) *Horizontal curves.* Where a deflection angle of more than ten degrees in the alignment of a street occurs, a curve of reasonably long radius shall be introduced. On streets 60 feet or more in width, the centerline radius of curvature shall be not less than 300 feet; on other streets not less than 100 feet.

(8) *Vertical curves.* All changes in grade shall be connected by vertical curves of minimum length in feet equal to 15 times the algebraic difference in rates of grade for major streets and one-half this minimum length for other streets. Profiles of all streets showing natural and finished grades drawn to a scale of not less than one inch equals 100 feet horizontal, and one-inch equals 20 feet vertical, may be required by the planning commission.

***Not Applicable***

(9) *Intersections.*

a. Street intersections shall be as nearly at right angles as is possible, and no intersection shall be at an angle of less than 60 degrees.

b. Property line radii at street intersections shall not be less than 20 feet and where the angle of street intersection is less than 75 degrees, the planning commission may require a greater curb radius. Wherever necessary to permit the construction of a curb having a desirable radius without curtailing the sidewalk at a street corner to less than normal width, the property line at such street corner shall be rounded or otherwise set back sufficiently to permit such construction.

***Not Applicable***

(10) *Tangents.* A tangent of at least 100 feet long shall be introduced between reverse curves on arterial and collector streets.

***Not Applicable***

(11) *Street jogs.* Street jogs with centerline offsets of less than 125 feet shall be prohibited.

***Not Applicable***

(12) *Dead-end streets.*

a. Minor terminal streets or courts designed to have one end permanently closed shall be no more than 400 feet long unless necessitated by

topography. They shall be provided at the closed end with a turnaround having an outside roadway diameter of at least 80 feet and a street right-of-way diameter of at least 100 feet. "Hammerhead" turnarounds are also permitted on dead-end streets accessing low density neighborhoods.

b. Where, in the opinion of the planning commission, it is desirable to provide for street access to adjoining property, proposed streets shall be extended by dedication to the boundary of the property. These dead-end streets shall be provided with a temporary turnaround having a roadway diameter of at least 80 feet.

***Not Applicable***

(13) *Private streets and reserve strips.* There shall be no private streets platted in any subdivision. Every subdivided property shall be served from a publicly dedicated street. There shall be no reserve strips controlling access to streets, except where the control of such strips is definitely placed with the community under conditions approved by the planning commission.

***Not Applicable***

(14) *Street names.* Proposed streets in obvious alignment with others already existing and named shall bear the names of existing streets. In no case shall the name for proposed streets duplicate existing street names, irrespective of the use of the suffix street, avenue, boulevard, driveway, place or court.

***Not Applicable***

(15) *Alleys.* Alleys shall be provided to the rear of lots used for business purposes, and shall not be provided in residential blocks except where the subdivider produces evidence satisfactory to the planning commission of the need for alleys.

(b) *Blocks.*

(1) *Length.* Blocks shall not be less than 400 feet or more than 1,200 feet in length, except as the planning commission considers necessary to secure efficient use of land or desired features of street pattern. In blocks over 800 feet in length, the planning commission may require one or more public cross walks of not less than ten feet in width to extend entirely across the block and at locations deemed necessary.

***Not Applicable***

(2) *Width.* Blocks shall be wide enough to allow two tiers of lots of minimum depth, except where fronting on major streets or prevented by topographical conditions or size of the property, in which case the planning commission will approve a single tier of lots of minimum depth.

***Not Applicable***

(c) *Lots.*

(1) *Arrangement.* Insofar as practical, side lot lines shall be at right angles to straight street lines or radial to curved street lines. Each lot shall have frontage on a public street.

***Meets requirements.***

(2) *Minimum size.* The size, shape and orientation of lots shall be such as the planning commission deems appropriate for the type of development and use contemplated. Remnant lots, that is, parcels of land that would not comply with the minimum lot area or width following subdividing shall be prohibited. Such remnant parcels shall be added to adjacent lots rather than be platted as unusable parcels.

a. The size and widths of lots shall in no case be less than the minimum requirements of the zoning ordinance. No lot shall have a width greater than six times the lot depth at the building setback line without specific approval by the planning commission.

b. Size of properties reserved or laid out for commercial or industrial properties shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated. Platting of individual lots should be avoided in favor of an overall design of the land to be used for such purposes.

***Meets Requirements***

(3) *Minimum depth.* The minimum depth of building setback lines from the right-of-way shall not be less than 30 feet and in the case of corner lots 15 feet from the side street right-of-way unless a lower standard is allowed by an existing zoning ordinance.

***Meets Requirements***

(4) *Corner lot dimension.* Corner lots shall be sufficiently wider and larger to permit the additional side yard requirements of the zoning ordinance or building setback lines outlined above.

***Meets Requirements***

(5) *Lots on a curved street or cul-de-sac.* All such lots shall comply with the minimum lot frontage at the building setback line. No lot shall have a lot width less than 35 feet at the street right-of-way.

***Not Applicable***

(6) *Lots in more than one municipality.* No new lot created subsequent to the effective date of this chapter shall be divided by a city boundary line.

***Not Applicable***

(7) *Double frontage lots.* No lot, other than a corner lot, shall have frontage on more than one street unless a reserve strip that would prohibit vehicle access is created.

***Not Applicable***

(d) *Public use and service areas.* Due consideration shall be given to the allocation of areas suitably located and of adequate size for playgrounds and parks for local or neighborhood use as well as public service areas. Plats indicating dedication of park and playground areas to the city shall be approved conditionally subject to the written acceptance of the land by mayor and council.

(1) *Public open spaces.* Where a school, neighborhood park or recreation area or public access to water frontage, shown on an official map or in a plan made and adopted by the planning commission, is located in whole or in part in the applicant's subdivision, the planning commission may require the dedication or

reservation of such open space within the subdivision up to a total of ten percent of the gross area or water frontage of the lot, for park, school or recreation purposes.

(2) *Easements for utilities.* Except where alleys are permitted for the purpose, the planning commission may require easements, not less than ten feet in width, for wires, conduits, storm and sanitary sewers, gas, water and heat mains or other utility lines, along all rear lot lines, along side lot lines if necessary, or if, in the opinion of the planning commission, advisable. Easements of the same or greater width may be required along the lines of or across lots, where necessary for the extension of existing or planned utilities. Easements greater than ten feet in width may be required where additional utilities, utilities larger in size or utilities greater than five feet in depth below grade are proposed in the easement.

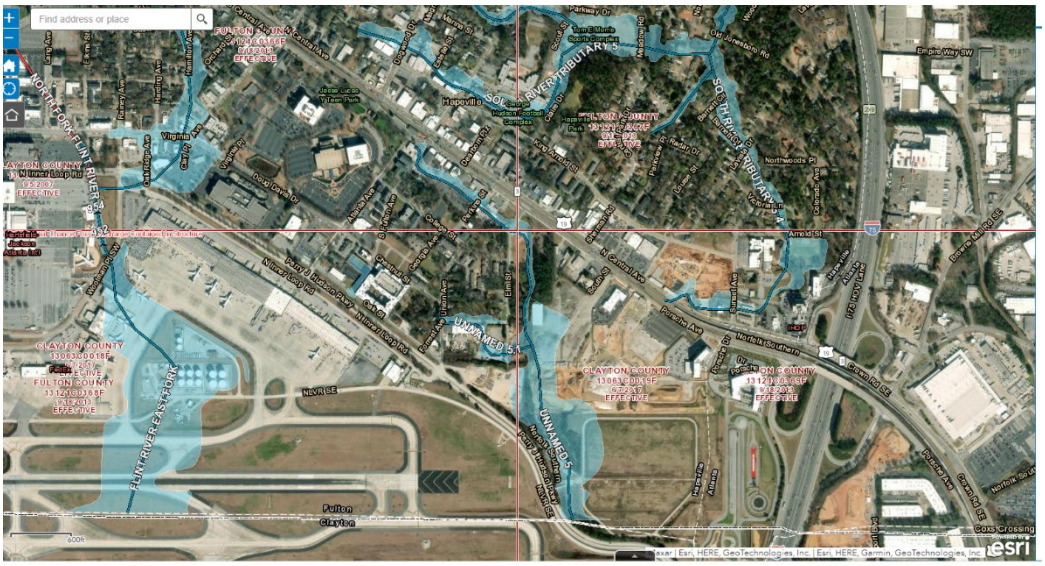
(3) *Community assets.* In all subdivisions, due regard shall be shown for all natural features such as large trees, watercourses, historical resources and similar community assets which, if preserved, will add attractiveness and value to the property.

(e) *Suitability of the land.*

(1) The planning commission shall not approve the subdivision of land if, from adequate investigations conducted by all public agencies concerned, it has been determined that in the best interest of the public the site is not suitable for platting and development purposes of the kind proposed.

(2) Land subject to flooding and land deemed to be topographically unsuitable shall not be platted for residential occupancy, or for any other uses as may increase danger to health, life or property or aggravate erosion or flood hazard. Such land within the plat shall be set aside for those uses as shall not be endangered by periodic or occasional inundation or shall not produce unsatisfactory living conditions.

***<u>A portion of the property is located in Flood Zone A. See map below.</u>***



(f) *Large tracts or parcels.* When land is subdivided into larger parcels than ordinary building lots, those parcels shall be arranged so as to allow for the opening of future streets and logical further resubdivision.

***Not applicable***

(g) *Group housing developments.* A comprehensive group housing development, including single-family attached developments and the large-scale construction of housing units together with necessary drives and ways of access, may be approved by the planning commission although the design of the project does not include standard street, lot and subdivision arrangements, if departure from the foregoing standards can be made without destroying their intent.

***Meets Requirements***

(h) *Variances.* Where the subdivider can show that a provision of these standards would cause unnecessary hardship if strictly adhered to, and where, because of topographical or other conditions peculiar to the site, in the opinion of the planning commission, a departure may be made without destroying the intent of these provisions, the planning commission may authorize a variance. Any variance thus authorized is to be stated in writing in the minutes of the planning commission with the reasoning on which the departure was justified set forth.

***None required related to subdivision regulations.***

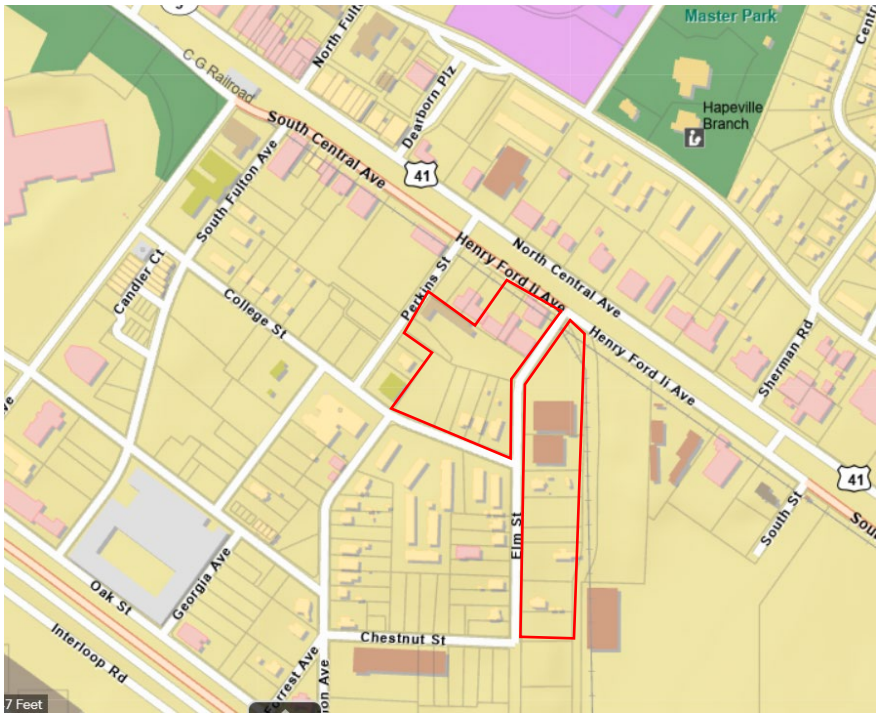
(i) *Zoning or other regulations.*

(1) No final plat of land within the force and effect of an existing zoning ordinance will be approved unless it conforms to that ordinance.

(2) Whenever there is a discrepancy between minimum standards or dimensions noted herein and those contained in zoning regulations, the building code or other official regulations, the highest standard shall apply.

**FINDINGS**

Total acreage should be shown on the combination plat. The Location Map should be shown on the combination plat. In addition, the applicant should address all outstanding issues raised in the Engineer's report, including but not limited to the increased right of way along Elm Street, Porsche Ave, and utility connections. Once the necessary revisions are made, the combination plat may be approved with the understanding the applicant shall comply with all other zoning rules, regulations, covenants, and easements of record.




Location map
3558 Elm Combination Plat

Keck+Wood
COLLABORATION BY DESIGN

January 11, 2023

Ms. Adrienne Senter
Planning & Development Coordinator
Department of Economic Development
City of Hapeville
3468 N. Fulton Avenue
P.O. Box 82311
Hapeville, Georgia 30354

Re: 3558 Elm Street Modera Hapeville
Preliminary Plat Review No. 1
K&W Ref. No. 221051.90

Dear Ms. Senter:

As requested, I have reviewed the Preliminary Plat (Combination Plat) for the 3558 Elm Street Site to be located on a 8.31 acre parcel on Elm street, within a RMU Zoning District. The initial submittal was received on December 14, 2022. This review is for compliance with the preliminary plat requirements of Chapter 90-1-2 of the City ordinances. My comments are as follows:

1. The Zoning of on-site and adjacent properties should be shown on the plat. Special attention should be paid to adjacent property zoning and it should be determined whether a dissimilar zoning buffer should be delineated. The applicant is referred to the Zoning Ordinance for guidance.
2. All applicable building setback lines should be shown on the plat.
3. Applicant should show plans of proposed underground utility layouts (including sewers, water, and electricity) showing feasible connections to the existing or provided utility systems.
4. The plat should include a width dimension for the roadway pavement.
5. The applicant should include a location sketch map on the plat showing the subdivisions site in relation to the city.
6. Elm Street is shown with a right of way of 40 feet that does not meet the minimum 50 feet requirement in Section 90-1-3. The additional 5 feet of right of way for a portion of the development and the 10 feet of right of way for remainder of the development should be shown on the plans. A similar situation applies to the portion of College Street.
7. The right of way of Porsche Avenue is shown to have a variable width. Additional data for the right of way width should be shown to verify that it meets the minimum right of way width of section 90-1-3 (a)(3). From the adopted Major Street Plan of Hapeville dated August 18, 2020, this street is shown as a major arterial street and requires a minimum width of 70 feet.

I have retained one copy of the plans provided for review in the event there are questions. The applicant should be made aware that the review does not constitute a waiver of City Ordinance requirements or assumption of responsibility for full review of City Ordinance requirements. Deviations from Ordinance requirements may be noted at any time during the review, permitting or construction processes. Re-submittals should include a narrative indicating how and where the review comments were addressed.

Sincerely,
**KECK & WOOD, INC.**

Aaron Humphrey

Aaron Humphrey, P.E.
Project Engineer

C.C. Greg Sistrunk (Keck+Wood)

22-PC-1241

**CITY OF HAPEVILLE**
**ECONOMIC DEVELOPMENT DEPARTMENT**
**PLANNING COMMISSION APPLICATION**

Name of Applicant Phil Carson (MCRT Investments LLC)

Mailing Address: 3715 Northside Parkway, Suite 2-440, Atlanta GA 30327

Telephone 404-383-1142 Mobile # [redacted] Email pcarson@mcrtrust.com

Property Owner (s) CML Hapeville, LLC

Mailing Address 3715 Northside Pkwy, Bldg 400 Suite 100, Atlanta, GA 30327

Telephone 404-864-4010 Mobile # [redacted]

Address/Location of Property: SEE APPENDIX

Parcel I.D. # **(INFORMATION MUST BE PROVIDED):** SEE APPENDIX

Present Zoning Classification: RMU Size of Tract: 8.31 acre(s)

Present Land Use: Three single family residential properties, undeveloped properties, and vacant parcels with concrete slabs

Please check the following as it applies to this application

X Site Plan Review
____ Conditional Use Permit
____ Temporary Use Permit Other (Please State) _____

I hereby make application to the City of Hapeville, Georgia for the above referenced property. I do hereby swear or affirm that the information provided here and above is true, complete and accurate, and I understand that any inaccuracies may be considered just cause for invalidation of this application and any action taken on this application. I understand that the City of Hapeville, Georgia, reserves the right to enforce any and all ordinances. I further understand that it is my/our responsibility to conform with all of City of Hapeville's Ordinances in full. I hereby acknowledge that all requirements of the City of Hapeville shall be adhered too. I can read and write the English language and/or this document has been read and explained to me and I have full and voluntarily completed this application. I understand that it is a felony to make false statements or writings to the City of Hapeville, Georgia pursuant to O.C.G.A. 16-10-20 and I may be prosecuted for a violation thereof.

Phil Carson
**Applicant's signature**

**Date:** 12 / 13 / 22

**Sworn to and subscribed before me**

**This** 13 **day of** Dec, 2022.

Ashley Fee
**Notary Public**

ASHLEY FEE NOTARY PUBLIC MY COMMISSION EXPIRES 1/29/2025 COBB COUNTY, GEORGIA

**CITY OF HAPEVILLE**
**ECONOMIC DEVELOPMENT DEPARTMENT**
**PLANNING COMMISSION APPLICATION**

## WRITTEN SUMMARY

In detail, provide a summary of the proposed project in the space provided below. (Please type or print legibly.)

PLEASE SEE ATTACHED PROJECT SUMMARY

**CITY OF HAPEVILLE**
**ECONOMIC DEVELOPMENT DEPARTMENT**
**PLANNING COMMISSION APPLICATION**

## AUTHORIZATION OF PROPERTY OWNER

**I CERTIFY THAT I AM THE OWNER OF THE PROPERTY LOCATED AT:**

See Appendix

**City of Hapeville, County of Fulton, State of Georgia**

**WHICH IS THE SUBJECT MATTER OF THIS APPLICATION. I AUTHORIZE THE APPLICANT NAMED BELOW TO ACT AS THE APPLICANT IN THE PURSUIT OF THIS APPLICATION FOR PLANNING COMMISSION REVIEW.**

Name of Applicant Phil Carson (Mill Creek Residential Trust)

Address of Applicant
3715 Northside Parkway, Suite 2-440, Atlanta GA 30327

Telephone of Applicant
404-383-1142

TONYA M. HOWARD
NOTARY
EXPIRES
GEORGIA
August 4, 2026
PUBLIC
FULTON COUNTY

Signature of Owner

Robert Paul Fraser
Print Name of Owner

Personally Appeared Before Me this 13th day of December, 2022.

Tonya M. Howard
Notary Public

**Site Plan Checklist – Please include with your application.**

A site plan is used to determine the practical ability to develop a particular property within the City of Hapeville. Information relating to environmental condition, zoning, development impact, consistency with the Hapeville Comprehensive Plan and relevant town master plans will be considered in the decision process. To be considered, a site plan **must** contain the following information:

(Please ***initial*** each item on the list above certifying the all required information has been included on the site plan)

PC A brief project report shall be provided to include an explanation of the character of the proposed development, verification of the applicant's ownership and/or contractual interest in the subject site, and the anticipated development schedule. Please complete and submit all forms contained within the application for site plan review.

PC Site plans shall be submitted indicating project name, applicant's name, adjoining streets, scale, north arrow and date drawn.

PC The locations, size (sf) and height (ft) of all existing and proposed structures on the site. Height should be assessed from the base of the foundation at grade to the peak of the tallest roofline.

PC Site plans shall include the footprint/outline of existing structures on adjoining properties. For detached single-family residential infill development, the front yard setback shall be assessed based on the average setback of existing structures on adjoining lots. Where practical, new construction shall not deviate more than ten (10) feet from the average front yard setback of the primary residential structure on an adjoining lot. Exemption from this requirement due to unnecessary hardship or great practical difficulty can be approved at the discretion of the Planning Commission. To be considered for an exemption, the applicant must submit a "Request for Relief" in writing with their site plan application, including the conditions that necessitate relief (i.e. floodplain, wetland encroachment, excessive slope, unusual lot configuration, legally nonconforming lot size, unconventional sitting of adjoining structures, etc).

PC

The location and general design cross-section characteristics of all driveways, curb cuts and sidewalks including connections to building entrances. A walkway from the primary entrance directly to the public sidewalk is required for all single-family residential development.

PC

The locations, area and number of proposed parking spaces. Please refer to Article 22.1 Chart of Dimensional Requirements to determine the correct number of parking spaces for your particular type of development.

PC

Existing and proposed grades at an interval of five (5) feet or less.

PC

The location and general type of all existing trees over six (6) inch caliper and, in addition, an identification of those to be retained. Requirements for the tree protection plan are available in Code Section 93-2-14(f). Please refer to Sec. 93-2-14(y) to determine the required tree density for your lot(s).

PC

A Landscape Plan: The location and approximate size of all proposed plant material to be used in landscaping, by type such as hardwood deciduous trees, evergreen trees, flowering trees and shrub masses, and types of ground cover (grass, ivies, etc.). Planting in parking areas should be included, as required in Section 93-23-18.

PC

The proposed general use and development of the site, including all recreational and open space areas, plazas and major landscape areas by function, and the general location and description of all proposed, outdoor furniture (seating, lighting, telephones, etc.). Detached single-family residential development may be exempt from this requirement.

PC

The location of all retaining walls, fences (including privacy fences around patios, etc.) and earth berms. Detached single-family residential development may be exempt from this requirement.

PC

The identification and location of all refuse collection facilities, including screening to be provided. Detached single-family residential development may be exempt from this requirement.

PC Provisions for both on-site and offsite storm-water drainage and detention related to the proposed development.

PC Location and size of all signs. Detached single-family residential development may be exempt from this requirement. KH Dynamik

PC Typical elevations of proposed building provided at a reasonable scale (1/8" = 1'0") and include the identification of proposed exterior building materials. Exterior elevations should show all sides of a proposed building. Dynamik

PC Site area (square feet and acres). KH

PC Allocation of site area by building coverage, parking, loading and driveways, and open space areas, including total open space, recreation areas, landscaped areas and others. Total dwelling units and floor area distributed generally by dwelling unit type (one-bedroom, two-bedroom, etc.) where applicable. KH Dynamik

PC Floor area in nonresidential use by category. Detached single-family residential development may be exempt from this requirement. Dynamik

PC Total floor area ratio and/or residential density distribution. Dynamik

PC Number of parking spaces and area of paved surface for parking and circulation KH

PC At the discretion of the planning commission, analyses by qualified technical personnel or consultants may be required as to the market and financial feasibility, traffic impact, environmental impact, storm water and erosion control, etc. of the proposed development.

Please ***initial*** each item on the list above certifying the all required information has been included on the site plan, sign and submit this form with your site plan application. Failure to include this form and information required herein may result in additional delays for the consideration of your application.

Applicant Signature: Phil Cass

Date 12 / 13 / 22

# APPENDIX A

# EXISTING PROPERTY OWNERS

| Parcel Number | Parcel ID | Street Address | Acreage | Owner |
|---|---|---|---|---|
| 48 | 14 009600050027 | 3668 Elm Street | 0.390 | CML Hapeville, LLC |
| 47 | 14 009600050035 | 3660 Elm Street | 0.390 | CML Hapeville, LLC |
| 46 | 14 009600050233 | 3656 Elm Street | 0.652 | CML Hapeville, LLC |
| 45 | 14 009600050068 | 3652 Elm Street | 0.230 | CML Hapeville, LLC |
| 44 | 14 009600050076 | | 0.460 | CML Hapeville, LLC |
| 43 | 14 009600050175 | 3648 Elm Street | 0.369 | CML Hapeville, LLC |
| 42 | 14 009600050225 | 3562 Elm Street | 0.543 | CML Hapeville, LLC |
| 41 | 14 009600050217 | 3558 Elm Street | 1.269 | CML Hapeville, LLC |
| 40 | 14 009500010097 | 522 Henry Ford II Avenue | 0.378 | CML Hapeville, LLC |
| 39 | 14 009500010287 | 530 Henry Ford II Avenue | 0.398 | CML Hapeville, LLC |
| XX | 14 009500010113 | 3572 & 3560 Perkins Street | 1.127 | City of Hapeville* |
| | 14 009500010188 | | | |
| 33 | 14 009500010337 | | 0.139 | CML Hapeville, LLC |
| 34 | 14 009500010311 | 573 College Street | 0.732 | CML Hapeville, LLC |
| 35 | 14 009500010154 | 557 College Street | 0.281 | CML Hapeville, LLC |
| 36 | 14 009500010147 | 555 College Street | 0.269 | CML Hapeville, LLC |
| 37 | 14 009500010139 | 549 College Street | 0.278 | CML Hapeville, LLC |
| 38 | 14 009500010121 | 543 College Street | 0.405 | CML Hapeville, LLC |
| | | | **8.310** | |
| | | Excluding City Parcel | 7.183 | |

# APPENDIX B

# PROJECT SUMMARY

Kimley»Horn

December 13, 2022

City of Hapeville
3468 North Fulton Avenue
Hapeville, Georgia 30354

**RE:** ***Modera Hapeville – Project Summary for Planning Commission Application***

Modera Hapeville is a proposed multifamily development located in Hapeville, GA. The project site consists of 17* existing parcels (8.31 acres total) located at the intersection of Porsche Avenue and Elm Street. The development includes the construction of 300 multifamily apartment units (split between 8 garden style buildings) and a leasing/amenity center. The project also includes associated utilities and stormwater infrastructure, surface parking, and streetscape improvements.

The existing parcels will be consolidated. See separate attached document for summary of parcels, including addresses.

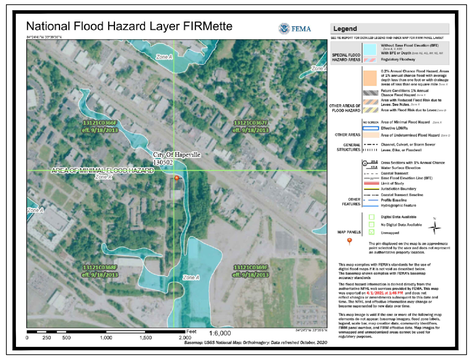
* 2 parcels currently house the City Public Works department. These have been included in the site plan but are pending final agreements with the seller.

Modera Hapeville includes 300 for rent multi-family residential apartment units located near downtown Hapeville, Georgia. At the intersection of Porsche Avenue and Elm Street, Modera Hapeville community includes seven, 4 story apartment buildings and one 5 story podium building with 4 story apartments above 1 story retail and amenity fitness with an industrial modern aesthetic. These buildings will have large glass views, corrugated metal panel accents and brick veneer to reference the surrounding neighborhood development. The Modera Hapeville community includes an amenity clubhouse, large pool, and green space. The two-story Clubhouse includes, Clubroom, Leasing, Co-work room, Game room, mail and balcony overlooking pool. The Modera Hapeville retail creates an active space for entertaining and engaging the retail of downtown area.

SCHEMATIC DESIGN DRAWINGS
FOR

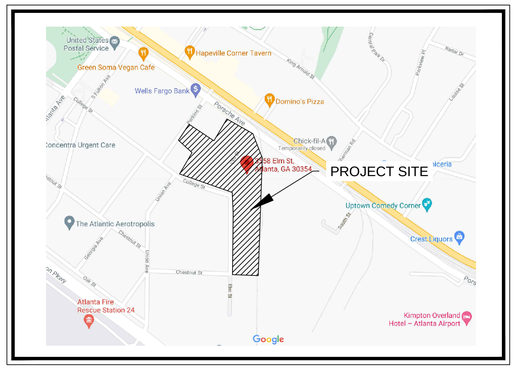
# MODERA HAPEVILLE

## 3558 ELM STREET HAPEVILLE, GA 30354




FEMA MAP

THE PROJECT SITE DOES LIE WITHIN FLOOD ZONE X AND A PER FIRM PANEL 13121C0368F DATED 09/18/2013.




VICINITY MAP

NORTH

## PROJECT NARRATIVE:

THE PROPOSED PROJECT IS A MULTIFAMILY REDEVELOPMENT OF APPROXIMATELY 8.31 ACRES IN HAPEVILLE, GEORGIA.

THE PROPOSED PROJECT WILL CONSIST OF 300 RESIDENTIAL UNITS, AMENITIES, STREETSCAPE IMPROVEMENTS, SURFACE PARKING, UTILITY INFRASTRUCTURE, STORMWATER MANAGEMENT INFRASTRUCTURE.

## SHEET INDEX


| SHEET # | SHEET NAME |
|---|---|
| C0-00 | COVER SHEET |
| - | SURVEY (BY OTHERS) |
| C1-00 | EXISTING CONDITIONS PLAN |
| C2-00 | OVERALL SITE PLAN |
| C3-00 | OVERALL GRADING PLAN |
| C3-10 | DRAINAGE PLANS |
| C4-00 | UTILITY PLANS |
| TCRP 1.0 | EXISTING TREE SURVEY |
| TCRP 2.0 | TREE REPLACEMENT PLAN |
| TCRP 3.0 | TREE REPLACEMENT PLAN |
| TCRP 4.0 | TREE CALCULATIONS |
| TCRP 5.0 | ARBORIST REPORT |
| CS-01 | COVER SHEET |
| SP-01 | ARCHITECTURAL SITE PLAN |
| A1-01 | BLDG TYPE A - LEVEL 01 |
| A1-02 | BLDG TYPE A - LEVELS 02 - 04 |
| A1-03 | BLDG TYPE B - LEVEL 01 |
| A1-04 | BLDG TYPE B - LEVELS 02 - 04 |
| A1-05 | BLDG TYPE C - LEVEL 01 |
| A1-06 | BLDG TYPE C - LEVELS 02 - 05 |
| A1-07 | CLUBHOUSE - LEVELS 01 - 02 |
| A1-09 | TRASH ENCLOSURE |
| A4-01 | BLDG TYPE A - ELEVATIONS |
| A4-02 | BLDG TYPE B - ELEVATIONS |
| A4-03 | BLDG TYPE C - ELEVATIONS |
| A4-03A | BLDG TYPE C - ELEVATIONS |
| A4-04 | CLUBHOUSE - ELEVATIONS |


## PROJECT CONTACTS


APPLICANT: MILL CREEK RESIDENTIAL
3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327
PHONE: 404-383-1142
CONTACT: PHIL CARSON

ARCHITECT: DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD
BUILDING C, SUITE 250
ATLANTA, GA 30328
PHONE: 678-506-8830
CONTACT: MELISSA SMITH

CIVIL ENGINEER: KIMLEY-HORN & ASSOCIATES, INC.
817 WEST PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GA 30308
PHONE: (404) 419-8700
CONTACT: CONNOR GALLOWAY, P.E.

SURVEYOR: LOWERY & ASSOCIATES LAND SURVEYING, LLC
317 GRASSDALE ROAD
CARTERSVILLE, GA 30121
PHONE: 770-334-8186
CONTACT: MITCHELL LOWERY, RLS.


ZONING: RMU

LANDLOT: 95, 96
DISTRICT: 14TH
FULTON COUNTY, GEORGIA

PROPERTY AREA = 8.31 ACRES
DISTURBED AREA = 8.82 ACRES

24-HOUR CONTACT
PHIL CARSON
MILL CREEK RESIDENTIAL
PHONE: 404-383-1142

## NOTES

1. ATTENTION IS DRAWN TO THE FACT THAT THE SCALE OF THESE DRAWINGS MAY HAVE BEEN DISTORTED DURING THE REPRODUCTION PROCESS. THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

2. IF ANY CONFLICTS, DISCREPANCIES, OR ANY OTHER UNSATISFACTORY CONDITIONS ARE DISCOVERED, EITHER ON THE CONSTRUCTION DOCUMENTS OR FIELD CONDITIONS, THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY AND SHALL NOT COMMENCE FURTHER OPERATION UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE RESOLVED.

3. THE APPROVAL OF THESE PLANS AND THE ISSUANCE OF THIS LAND DISTURBANCE PERMIT DOES NOT IN ANY WAY SUGGEST THAT ALL OTHER REQUIREMENTS FOR THE LEGAL OR APPROPRIATE OPERATIONS FOR THIS ACTIVITY, WHICH MAY REQUIRE ADDITIONAL PERMITTING HAVE BEEN MET. THE ONUS IS ON THE OWNER/DEVELOPER/ BUILDER TO DISCOVER WHAT ADDITIONAL PERMITTING OR APPROVALS MAY BE NECESSARY TO OPERATE FROM THIS POINT IN AN APPROPRIATE AND LEGAL MANNER. PLAN APPROVAL OR PERMIT ISSUANCE DOES NOT ABSOLVE THE APPLICANT FROM COMPLYING WITH ALL APPLICABLE LAWS, STANDARDS, OR OTHER PERMITS WHICH MAY BE REQUIRED FOR THIS PROJECT.

GSWCC Georgia Soil and Water Conservation Commission
CONNOR R. GALLOWAY
Level II Certified Design Professional
Certification Number 0000078213
Issued: 08/30/2019 Expires: 08/30/2025

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

PRELIMINARY: NOT FOR CONSTRUCTION


Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
817 WEST PEACHTREE STREET NW, SUITE 601
ATLANTA, GEORGIA 30308
PHONE: (404) 419-8700
WWW.KIMLEY-HORN.COM


MILL CREEK
PEOPLE · PLACES · RELATIONSHIPS
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PARKWAY NW, SUITE 2-440
ATLANTA, GA 30327

CLIENT

| No. | REVISION DESCRIPTIONS | DATE | BY |
|---|---|---|---|
| | PLANNING COMMISSION SUBMITTAL | 12/13/2022 | CRG |

PROJECT
MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

GEORGIA REGISTERED No. PE043398 PROFESSIONAL ENGINEER CONNOR ROBERT GALLOWAY
12/15/2022

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000078213 |
| DRAWN BY | CRG |
| DESIGNED BY | CRG |
| REVIEWED BY | BWS |
| DATE | 07/28/2021 |
| PROJECT NO. | 019947031 |

TITLE
CIVIL COVER SHEET

SHEET NUMBER
C0-00

Drawing name: K:\AAIT_CIVIL\019947031_Modera Hapeville\CAD\PlanSheets\C0-00 - CIVIL COVER SHEET.dwg C0-00 - CIVIL COVER SHEET Dec 13, 2022 12:18pm by: Wes.Biddle


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

## EXISTING CONDITIONS NOTES:

1. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY ALTA/NSPS LAND TITLE SURVEY DATED 05/04/2021.
2. UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES HAVING UTILITIES WITHIN OR ADJACENT TO THE WORK AREA. THE CONTRACTOR SHALL HAVE THE UTILITIES FIELD LOCATED AND COORDINATE WITH THE UTILITY COMPANIES TO HAVE CONFLICTS RELOCATED WHEN NECESSARY OR ADAPTED FOR TIE-INS.
3. WHERE EXISTING RUNOFF LEAVES THE SITE IN A SHEET FLOW CONDITION, RUNOFF SHALL LEAVE THE SITE IN A SHEET FLOW CONDITION AFTER DEVELOPMENT.

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WWW.KIMLEY-HORN.COM

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ATLANTA, GA 30327

CLIENT

| No. | REVISION DESCRIPTIONS | DATE | BY |
|---|---|---|---|
| | PLANNING COMMISSION SUBMITTAL | 12/13/2022 | CRG |

PROJECT

# MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. PE045398 CONOR ROBERT GALLOWAY

12/13/2022

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000078213 |
| DRAWN BY | CRG |
| DESIGNED BY | CRG |
| REVIEWED BY | BWS |
| DATE | 07/28/2021 |
| PROJECT NO. | 019947031 |

TITLE

**C1-00 - EXISTING CONDITIONS PLAN**

SHEET NUMBER

---

Drawing name: K:\AMT\CIVIL\019947031\Modera Hapeville\CAD Plan\Sheets\C1-00 - EXISTING CONDITIONS PLAN.dwg C1-00 - EXISTING CONDITIONS PLAN Dec 13, 2022 11:20am b:\Wes.Biddle

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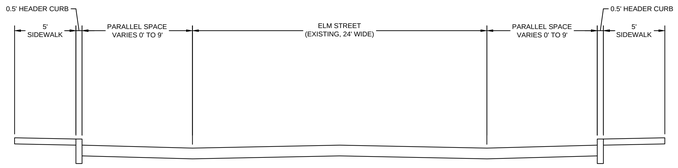
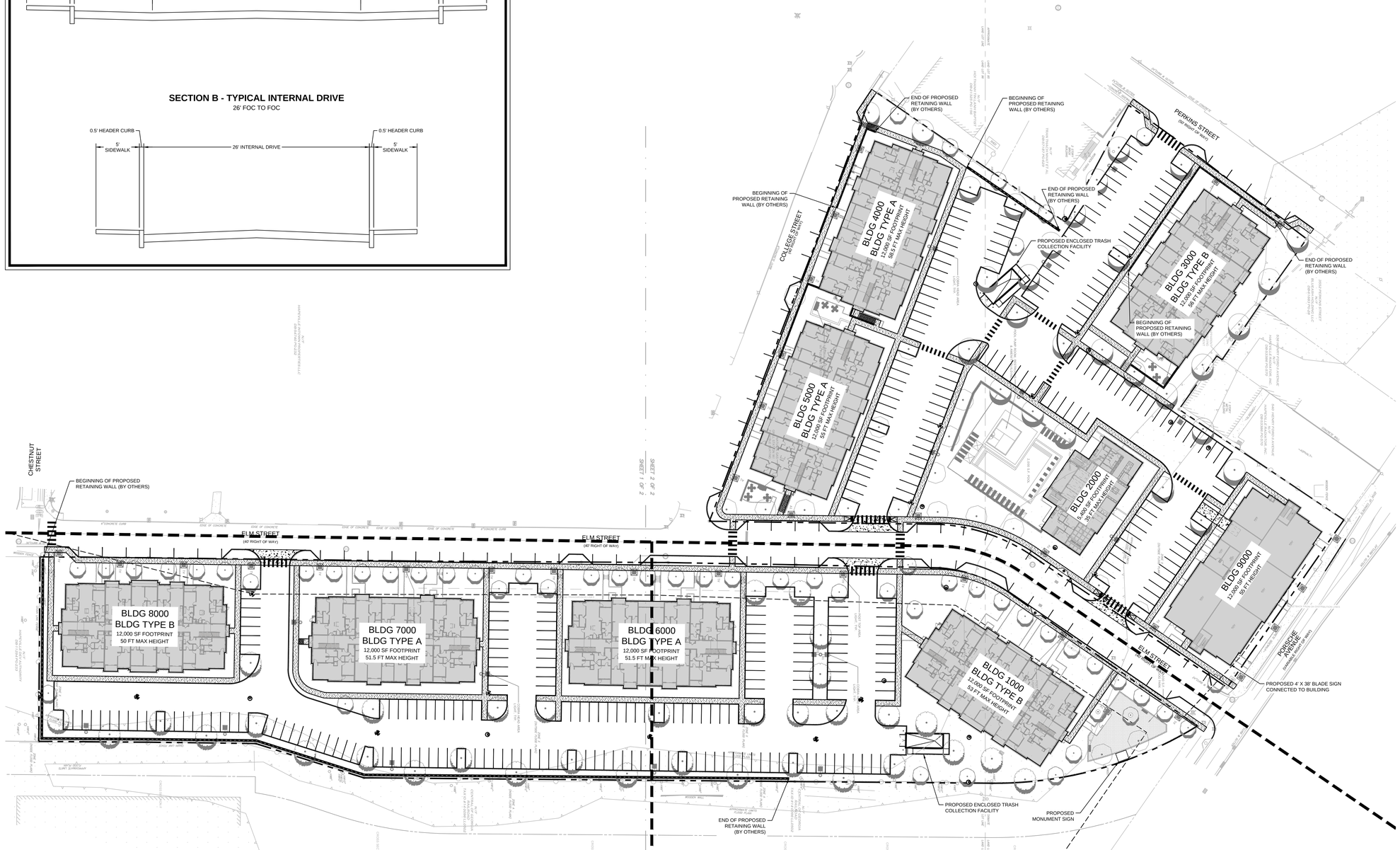
## SECTION A - ELM STREET
24' FOC TO FOC




## SECTION B - TYPICAL INTERNAL DRIVE
26' FOC TO FOC




# C2-03




# C2-01

# C2-02

## DEVELOPMENT SUMMARY:

SITE SUMMARY:

| | |
|---|---|
| CURRENT ZONING: | RMU |
| SITE AREA: | 361,938 SF (8.31 ACRES) |
| BUILDING COVERAGE | 2.33 AC (28.04% SITE AREA) |
| PARKING, LOADING, & DRIVEWAYS | 2.67 AC (32.13% SITE AREA) |
| OPEN SPACE | 3.31 AC (39.83% SITE AREA) |
| BUILDING SETBACK: | MIN. 10-FT FROM BOC |

PROPOSED LAND USES & DENSITIES:

| | |
|---|---|
| MULTIFAMILY RESIDENTIAL | 300 UNITS |

PARKING SUMMARY:

| | |
|---|---|
| **REQUIRED PARKING:** | **300 SPACES** (TOTAL) |
| MULTIFAMILY (300 UNITS) | 300 SPACES (1/UNIT) |
| **PROPOSED PARKING:** | **392 SPACES** (TOTAL) |
| MULTIFAMILY RESIDENTIAL | 330 SPACES (1.1/UNIT) |
| STANDARD | 322 SPACES |
| HANDICAP | 8 SPACES |
| PUBLIC ON-STREET PARKING | 62 SPACES |

## SITE NOTES:

1. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY DYNAMIK DESIGN, DATED 11/08/2022 & 11/18/2022 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
2. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY LOWERY & ASSOCIATES LAND SURVEYING, LLC, DATED 05/04/2021.
3. ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
4. SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
5. ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
6. REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.

## SITE PLAN LEGEND:

- PROPERTY LINE
- BUILDING SETBACK LINE
- LANDSCAPE BUFFER LINE
- STANDARD DUTY CONCRETE SIDEWALK
- (10) PARKING COUNT

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| | PLANNING COMMISSION SUBMITTAL | 12/13/2022 | CRG |

PROJECT
MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. PE043398 CONNOR ROBERT GALLOWAY
12/13/2022

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000078213 |
| DRAWN BY | CRG |
| DESIGNED BY | CRG |
| REVIEWED BY | BWS |
| DATE | 07/28/2021 |
| PROJECT NO. | 019947031 |

TITLE
**OVERALL SITE PLAN**

SHEET NUMBER
**C2-00**

Drawing name: K:\AMT_CIVIL\019947031_Modera Hapeville\CAD\PlanSheets\C2-00 - SITE PLAN.dwg C2-00 OVERALL SITE PLAN Dec 13, 2022 12:18pm by: Wes Biddle

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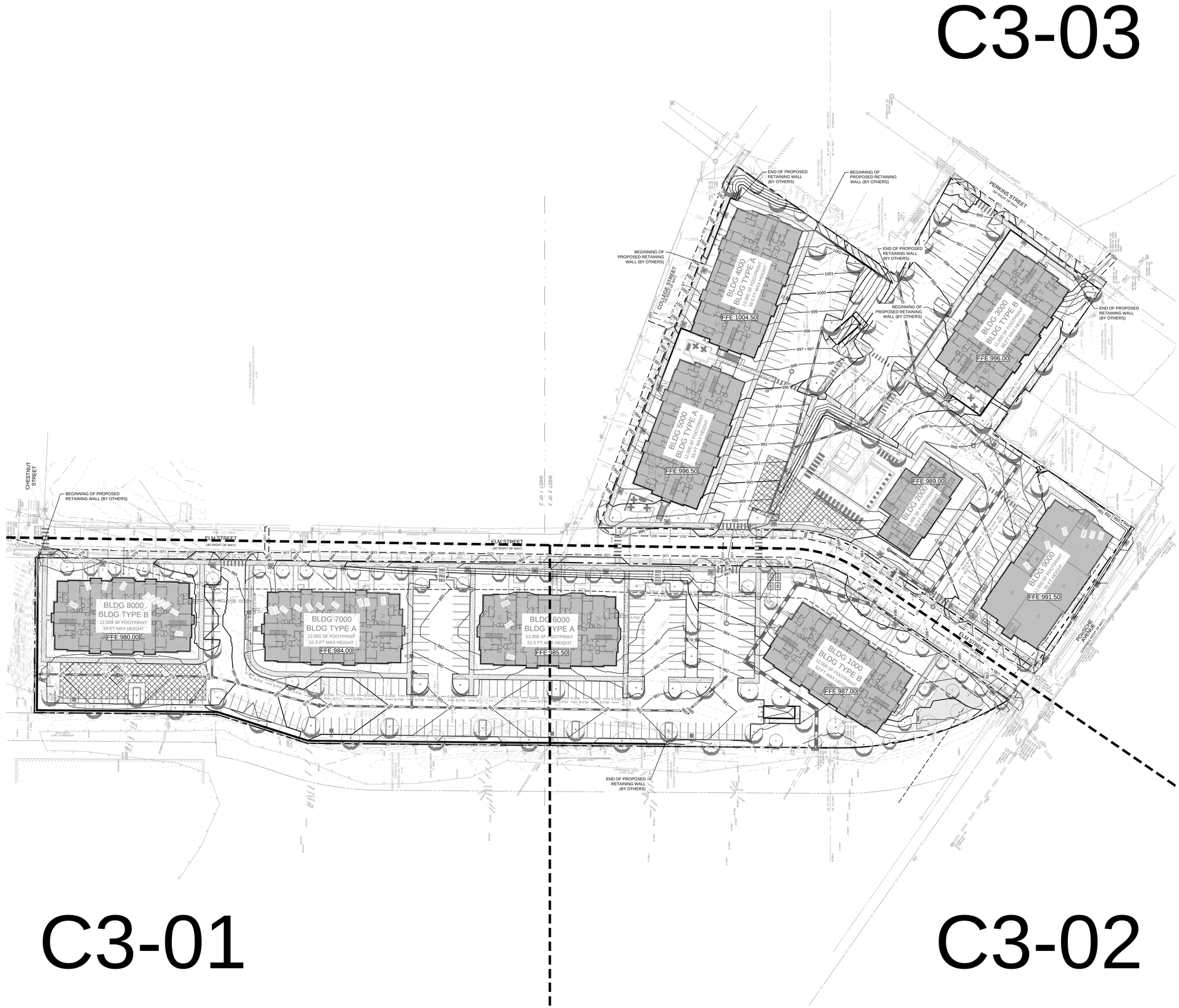


## GRADING & DRAINAGE NOTES:

1. SITE AREA: 8.31 ACRES
   DISTURBED AREA: 8.82 ACRES
2. CRITICAL SPOT GRADES ARE TO PAVEMENT GRADE UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS AND CROSSWALKS WITH A 2.0% MAXIMUM CROSS SLOPE AND A 5.0% MAXIMUM RUNNING SLOPE, UNLESS NOTED AS A RAMP. GRADES WITHIN ADA HANDICAP PARKING AREAS NOT TO EXCEED A 2% MAXIMUM SLOPE IN ANY DIRECTION.
4. ALL ROOF DRAIN PIPING SHALL BE PVC UNLESS OTHERWISE NOTED.
5. ALL ROOF DRAIN CLEANOUTS IN PAVED AREAS SHALL HAVE A BRASS CAP SET FLUSH WITH THE PROPOSED GRADE.
6. ALL PIPE LENGTHS SPECIFIED IN THESE PLANS ARE THE HORIZONTAL DISTANCE AND ARE SHOWN FOR REFERENCE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE ACTUAL LENGTHS BASED ON PROPOSED PIPE SLOPE. PIPE LENGTHS IN PLANS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
7. THIS PROJECT DOES NOT LIE WITHIN A 100 YEAR FLOOD HAZARD ZONE AS DEFINED BY THE F.E.M.A. "FLOOD HAZARD BOUNDARY MAP" COMMUNITY PANEL NUMBER 13121C0368F, DATED 09/18/2013.
8. UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES HAVING UTILITIES WITHIN OR ADJACENT TO THE WORK AREA. THE CONTRACTOR SHALL HAVE THE UTILITIES FIELD LOCATED AND COORDINATE WITH THE UTILITY COMPANIES TO HAVE CONFLICTS RELOCATED WHEN NECESSARY OR ADAPTED FOR TIE-INS.
9. CONTRACTOR TO FIELD VERIFY EXISTING INVERT FOR SANITARY SEWER AND STORM DRAINAGE SERVICE CONNECTIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF DISCREPANCY PRIOR TO PROCEEDING.
10. NO GRADED SLOPE SHALL EXCEED 2H:1V
11. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL BE DESIGNED AND PERMITTED BY AN ENGINEER LICENSED IN THE STATE OF GEORGIA.
12. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL HAVE FALL PROTECTION THROUGH FENCING OR HANDRAIL AT A MINIMUM OF 42" TALL. REFERENCE LANDSCAPE PLANS FOR DETAILS.
13. THE INFILTRATION FOR THE STORMWATER SYSTEM IS BASED ON IN-SITU TESTING BY GEOTECHNICAL ENGINEER. THE SYSTEM IS BASED ON OBTAINING INFILTRATION RATES SIMILAR TO THE TESTED VALUES PRE-CONSTRUCTION. AS SUCH, THE AREAS WHERE STORMWATER IS DIRECTED TO INFILTRATE ARE TO REMAIN RESIDUAL SOILS AND COMPACTION IS TO BE LIMITED TO ENSURE THE SOIL CHARACTERISTICS CONTINUE TO FUNCTION AS TESTED PRE-CONSTRUCTION. IF THESE AREAS ARE DISTURBED, COMPACTED, OR FILLED, THE ENGINEER IS TO BE NOTIFIED AS ADDITIONAL TESTING AND COORDINATION WOULD BE REQUIRED TO ENSURE THE PREVIOUSLY RECORDED INFILTRATION RATES CAN BE ACHIEVED.

## GRADING LEGEND:

| | |
|---|---|
| 950 | EXISTING MAJOR CONTOUR |
| 949 | EXISTING MINOR CONTOUR |
| 945 | PROPOSED MAJOR CONTOUR |
| 944 | PROPOSED MINOR CONTOUR |
| 945.00 | PROPOSED SPOT GRADE |
| TG:945.00 | PROPOSED TOP GRADE AT WALL |
| BG:945.00 | PROPOSED BOTTOM GRADE AT WALL |
| TS:945.00 | PROPOSED TOP OF STAIR GRADE |
| BS:945.00 | PROPOSED BOTTOM OF STAIR GRADE |
| HP:945.00 | PROPOSED HIGH POINT GRADE |
| LP:945.00 | PROPOSED LOW POINT GRADE |
| TC:945.00 | PROPOSED TOP OF CURB GRADE |
| BC:945.00 | PROPOSED BOTTOM OF CURB GRADE |
| | DRAINAGE FLOW ARROW |

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| No. | REVISION DESCRIPTIONS | DATE | BY |
|---|---|---|---|
| | PLANNING COMMISSION SUBMITTAL | 12/13/2022 | CRG |

PROJECT
MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. PE043398 CONNOR ROBERT GALLOWAY
12/13/2022

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000078213 |
| DRAWN BY | CRG |
| DESIGNED BY | CRG |
| REVIEWED BY | BWS |
| DATE | 07/28/2021 |
| PROJECT NO. | 019947031 |

TITLE
**OVERALL GRADING PLAN**

SHEET NUMBER
**C3-00**

Drawing name: K:\AMT_CIVIL\019947031_Modera Hapeville\CAD\Plan\Sheets\C3-00 - GRADING PLAN.dwg C3-00 OVERALL GRADING PLAN Dec 13, 2022 11:21am by: Wes.Biddle

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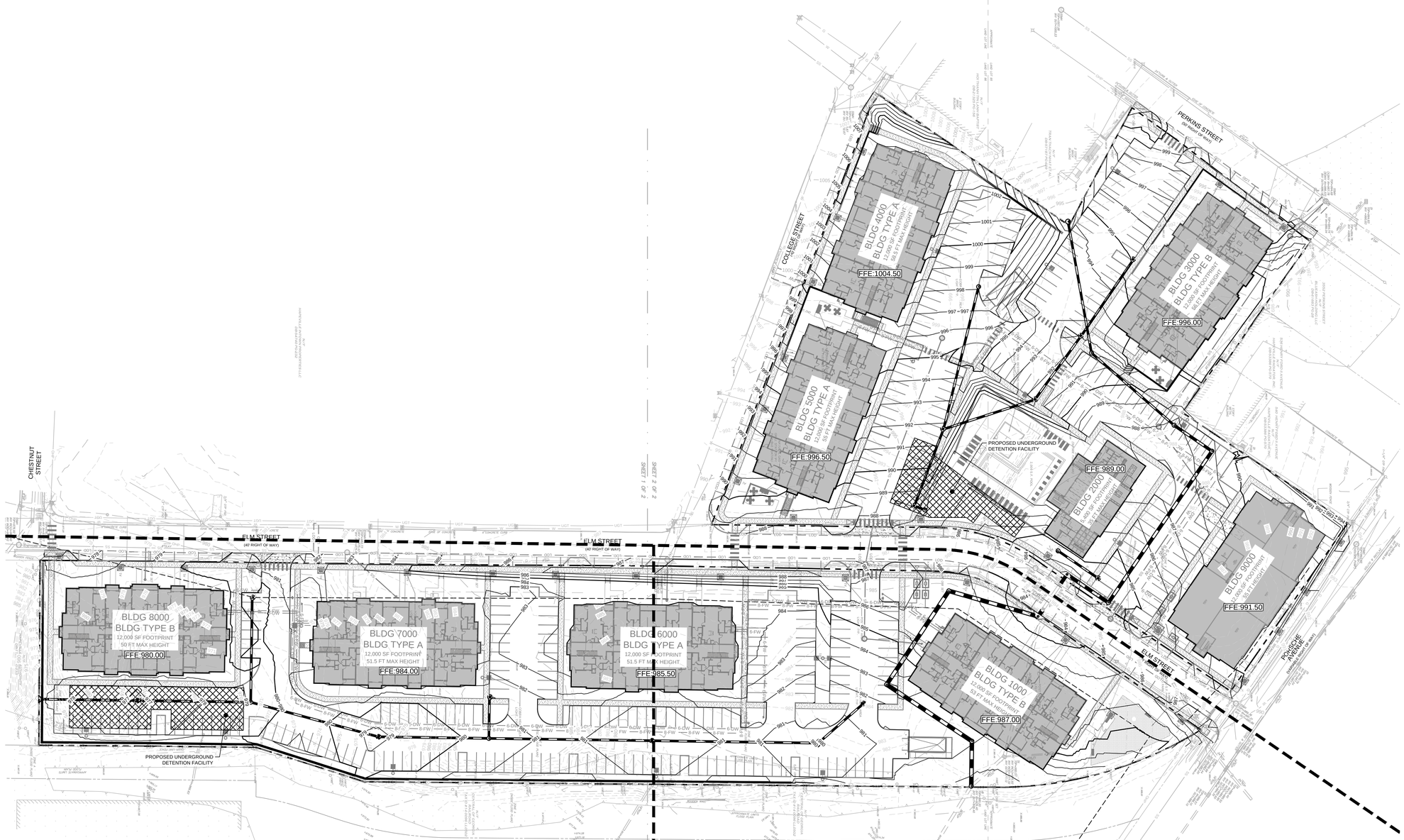
# C3-13




# C3-10

# C3-11

## GRADING & DRAINAGE NOTES:

1. SITE AREA: 8.31 ACRES
   DISTURBED AREA: 8.82 ACRES
2. CRITICAL SPOT GRADES ARE TO PAVEMENT GRADE UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS AND CROSSWALKS WITH A 2.0% MAXIMUM CROSS SLOPE AND A 5.0% MAXIMUM RUNNING SLOPE, UNLESS NOTED AS A RAMP. GRADES WITHIN ADA HANDICAP PARKING AREAS NOT TO EXCEED A 2% MAXIMUM SLOPE IN ANY DIRECTION.
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5. ALL ROOF DRAIN CLEANOUTS IN PAVED AREAS SHALL HAVE A BRASS CAP SET FLUSH WITH THE PROPOSED GRADE.
6. ALL PIPE LENGTHS SPECIFIED IN THESE PLANS ARE THE HORIZONTAL DISTANCE AND ARE SHOWN FOR REFERENCE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE ACTUAL LENGTHS BASED ON PROPOSED PIPE SLOPE. PIPE LENGTHS IN PLANS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
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9. CONTRACTOR TO FIELD VERIFY EXISTING INVERT FOR SANITARY SEWER AND STORM DRAINAGE SERVICE CONNECTIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF DISCREPANCY PRIOR TO PROCEEDING.
10. NO GRADED SLOPE SHALL EXCEED 2H:1V
11. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL BE DESIGNED AND PERMITTED BY AN ENGINEER LICENSED IN THE STATE OF GEORGIA.
12. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL HAVE FALL PROTECTION THROUGH FENCING OR HANDRAIL AT A MINIMUM OF 42" TALL. REFERENCE LANDSCAPE PLANS FOR DETAILS.
13. THE INFILTRATION FOR THE STORMWATER SYSTEM IS BASED ON IN-SITU TESTING BY GEOTECHNICAL ENGINEER. THE SYSTEM IS BASED ON OBTAINING INFILTRATION RATES SIMILAR TO THE TESTED VALUES PRE-CONSTRUCTION. AS SUCH, THE AREAS WHERE STORMWATER IS DIRECTED TO INFILTRATE ARE TO REMAIN RESIDUAL SOILS AND COMPACTION IS TO BE LIMITED TO ENSURE THE SOIL CHARACTERISTICS CONTINUE TO FUNCTION AS TESTED PRE-CONSTRUCTION. IF THESE AREAS ARE DISTURBED, COMPACTED, OR FILLED, THE ENGINEER IS TO BE NOTIFIED AS ADDITIONAL TESTING AND COORDINATION WOULD BE REQUIRED TO ENSURE THE PREVIOUSLY RECORDED INFILTRATION RATES CAN BE ACHIEVED.

## STORM DRAINAGE LEGEND:

| | |
|---|---|
| JB | JUNCTION BOX (GDOT 1011A) |
| CI | HOODED GRATE CURB INLET (GDOT 1019A, TYPE E) |
| GI | GRATE INLET (GDOT 10191A, TYPE A) |
| SWCB | SINGLE WING CATCH BASIN (GDOT 1033D) |
| DWCB | DOUBLE WING CATCH BASIN (GDOT 1034D) |
| YD | YARD DRAIN (NDS CATCH BASIN OR COMPARABLE) |
| CO | CLEAN OUT |
| WQ | WATER QUALITY DEVICE (CONTECH CDS4040-8-C) |
| OCS | OUTLET CONTROL STRUCTURE (CAST-IN-PLACE) |
| TD | TRENCH DRAIN |
| | PROPOSED ROOF DRAIN PIPE |
| | PROPOSED STORM PIPE |

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| No. | REVISION DESCRIPTIONS | DATE | BY |
|---|---|---|---|
| | PLANNING COMMISSION SUBMITTAL | 12/13/2022 | CRG |

PROJECT
MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. PE045398 CONNOR ROBERT GALLOWAY
12/19/2022

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000078213 |
| DRAWN BY | CRG |
| DESIGNED BY | CRG |
| REVIEWED BY | BWS |
| DATE | 07/28/2021 |
| PROJECT NO. | 019947031 |

TITLE
**OVERALL DRAINAGE PLAN**

SHEET NUMBER
**C3-10**

Drawing name: K:\AMT_CIVIL\019947031_Modera Hapeville\CAD\PlanSheets\C3-10 - DRAINAGE PLAN.dwg C3-10 OVERALL DRAINAGE PLAN Dec 13, 2022 11:21am by: Wes.Biddle


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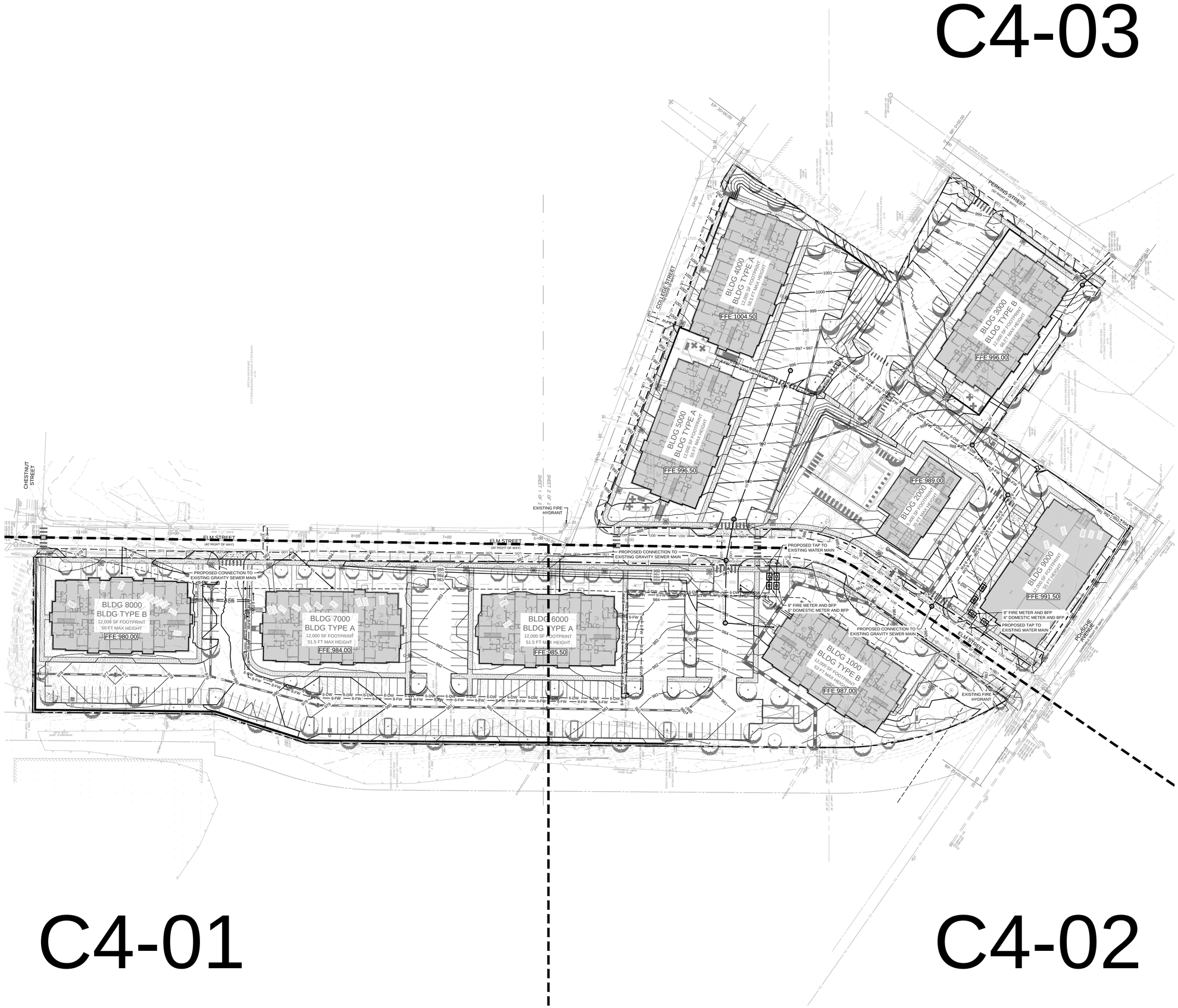


## UTILITY NOTES:

1. ALL SANITARY SEWER CLEANOUTS IN PAVED AREAS SHALL HAVE A BRASS CAP SET FLUSH WITH THE PROPOSED GRADE.
2. CONTRACTOR SHALL COORDINATE UTILITY CONNECTION AND REROUTING LOCATIONS WITH APPLICABLE AGENCIES.
3. ALL UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH XXXXXXXX SANITARY SEWER AND XXXXXXXX WATER DETAILS AND SPECIFICATIONS.
4. ALL PIPE LENGTHS SPECIFIED IN THESE PLANS ARE THE HORIZONTAL DISTANCE AND ARE SHOWN FOR REFERENCE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE ACTUAL LENGTHS BASED ON PROPOSED PIPE SLOPE. PIPE LENGTHS IN PLANS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
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6. ALL UTILITY CONNECTIONS END AT 5' OUTSIDE OF THE BUILDING FOOTPRINT. REFER TO ARCHITECTURAL, MECHANICAL, ELECTRICAL, AND PLUMBING PLANS FOR BUILDING LAYOUT AND INTERNAL UTILITY SERVICE.
7. ALL ONSITE UTILITIES SHALL BE LOCATED UNDERGROUND.
8. CONTRACTOR TO FIELD VERIFY EXISTING INVERT FOR SANITARY SEWER SERVICE CONNECTIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF DISCREPANCY PRIOR TO PROCEEDING.

## UTILITY LEGEND:

| | |
|---|---|
| W | PROPOSED WATER LINE |
| UGP | PROPOSED ELECTRIC LINE |
| UGT | PROPOSED TELEPHONE LINE |
| G | PROPOSED NATURAL GAS LINE |
| SS | PROPOSED SANITARY SEWER PIPE |
| | PROPOSED SANITARY SEWER CLEANOUT |
| | SANITARY SEWER MANHOLE |
| | SANITARY SEWER GREASE TRAP |
| | WATER VALVE |
| | FIRE DEPARTMENT CONNECTION (FDC) |
| | FIRE HYDRANT |
| | POST INDICATOR VALVE (PIV) |
| | WATER MAIN TAPPING SLEEVE |
| | WATER CONNECTIONS AND BENDS |

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| No. | REVISION DESCRIPTIONS | DATE | BY |
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| | PLANNING COMMISSION SUBMITTAL | 12/13/2022 | CRG |

PROJECT
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3558 ELM STREET
HAPEVILLE, GA 30354

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. PE043398 CONNOR ROBERT GALLOWAY
12/13/2022

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| DRAWN BY | CRG |
| DESIGNED BY | CRG |
| REVIEWED BY | BWS |
| DATE | 07/28/2021 |
| PROJECT NO. | 019947031 |

TITLE
OVERALL UTILITY PLAN

SHEET NUMBER
C4-00

Drawing name: K:\AATL_CIVIL\019947031_Modera Hapeville\CAD\PlanSheets\C4-00 - UTILITY PLAN.dwg C4-00 OVERALL UTILITY PLAN Dec 13, 2022 11:22am by: Wes Biddle

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NOTE: SEE ARBORIST'S TREE ASSESSMENT ON TPP5.0 FOR LANDMARK TREES.

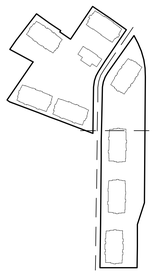
| LEGEND | |
|---|---|
| ⊙ | TREE TO BE SAVED |
| ⊗ | TREE TO BE REMOVED |
| ——— | CRITICAL ROOT ZONE |
| ——— | TREE PROTECTION FENCE |
| ——— | LIMITS OF DISTURBANCE |

TREE NOTES:
1) ALL TREE LOCATIONS ARE APPROXIMATE.
2) LIMIT OF DISTURBANCE MUST BE MARKED AND IDENTIFIED IN THE FIELD BY A SURVEYOR PRIOR TO CONSTRUCTION.
3)ALL TREES TO BE REMOVED MUST BE IDENTIFIED, MARKED, AND VERIFIED IN THE FIELD AFTER LIMIT OF DISTURBANCE HAS BEEN MARKED.

PROJECT ADDRESS:
3558 ELM STREET
HAPEVILLE, GA 30354

OWNER:
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY NW, 2-440
ATLANTA, GA 30327

SITE KEY:



NORTH

0 30 60 90 FT
SCALE: 1" = 30'

DYNAMIK DESIGN

5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

b+C STUDIO
1320 Ellsworth Industrial Blvd, Suite A1400
Atlanta, Georgia 30318
Tel: 678.999.7991 | www.bcstudio.com

SEAL:

PROJECT NUMBER: 02-MCR HAP

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | PLANNING COMMISSION | 12.13.22 |

TITLE:

EXISTING TREE SURVEY

SHEET NUMBER:

TCRP 1.0

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PROJECT ADDRESS:
3558 ELM STREET
HAPEVILLE, GA 30354

OWNER:
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY NW, 2-440
ATLANTA, GA 30327

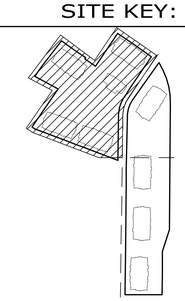
## PLANT SCHEDULE:

| TREES | CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SIZE | CAL |
|---|---|---|---|---|---|---|---|
| | AB4 | 9 | ACER BUERGERIANUM 'ABMTF' PP16,629 | AERYN TRIDENT MAPLE | B & B | 14'-15' HT | 4" CAL |
| | AR4 | 16 | ACER RUBRUM 'AUTUMN GLORY' | AUTUMN GLORY MAPLE | B & B | 15'-16' HT | 4" CAL |
| | IO4 | 15 | AMERICAN HOLLY | ILEX OPACA | B & B | 12' HT MIN. | 4" CAL |
| | QN4 | 13 | QUERCUS NUTTALLII SINGLE STRAIGHT TRUNK, DENSE, UNIFORM BRANCHING, MATCHED, LIMB UP 84" | NUTTALL OAK | B & B | 15'-16' HT | 4" CAL |
| | QP4 | 15 | QUERCUS PHELLOS SINGLE STRAIGHT TRUNK, DENSE, UNIFORM BRANCHING, MATCHED, LIMB UP 84" | WILLOW OAK | B & B | 15'-16' HT | 4" CAL |

| SHRUBS | CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SIZE | NA |
|---|---|---|---|---|---|---|---|
| | ABE3 | 92 | ABELIA X GRANDIFLORA 'ROSE CREEK' | ROSE CREEK ABELIA | 3 GAL | | |
| | AJG3 | 67 | AUCUBA JAPONICA 'GOLD DUST' | GOLD DUST AUCUBA | 3 GAL | | |
| | AIF7 | 55 | AZALEA INDICA 'FORMOSA' | FORMOSA AZALEA | 7 GAL | | |
| | AIMG3 | 29 | AZALEA INDICA 'MRS. G.G. GERBING' | MRS. G.G. GERBING AZALEA | 3 GAL | | |
| | AZA3 | 7 | AZALEA SATSUKI HYBRID 'FLAME CREEPER' | FLAME CREEPER AZALEA | 3 GAL | | |
| | BGM7 | 2 | BUXUS X 'GREEN MOUNTAIN' | GREEN MOUNTAIN BOXWOOD | B & B | 36"W X 36"H | |
| | CLJA7 | 112 | CLEYERA JAPONICA | CLEYERA | 3 GAL | | |
| | DIM3 | 141 | DISTYLIUM MYRICOIDES 'VINTAGE JADE' | DISTYLIUM | 3 GAL | | |
| | HMN7 | 28 | HYDRANGEA MACROPHYLLA 'NIKKO BLUE' | NIKKO BLUE HYDRANGEA | 7 GAL | | |
| | HPL3 | 14 | HYDRANGEA PANICULATA 'LIMELIGHT' TM | LIMELIGHT HYDRANGEA | 3 GAL | | |
| | ICN3 | 186 | ILEX CORNUTA 'NEEDLEPOINT' | NEDDLEPOINT HOLLY | 3 GAL | | |
| | ICS3 | 73 | ILEX CRENATA 'SOFT TOUCH' | SOFT TOUCH JAPANESE HOLLY | 7 GAL | | |
| | IPA7 | 70 | ILLICIUM PARVIFLORUM | ANISE TREE | 3 GAL | | |
| | LCB7 | 111 | LOROPETALUM CHINENSE RUBRUM 'BURGUNDY' | BURGUNDY LOROPETALUM | 7 GAL | | |
| | LOR3 | 25 | LOROPETALUM CHINENSE 'CRIMSON FIRE' | CRIMSON FIRE LOROPETALUM | 3 GAL | | |
| | LCP3 | 20 | LOROPETALUM CHINENSE 'PURPLE PIXIE' | PURPLE PIXIE LOROPETALUM | 3 GAL | | |
| | MSA3 | 258 | MISCANTHUS SINENSIS 'ADAGIO' | ADAGIO EULALIA GRASS | 3 GAL | | |
| | MUCA3 | 170 | MUHLENBERGIA CAPILLARIS | PINK MUHLY | 3 GAL | | |
| | PVN3 | 55 | PANICUM VIRGATUM 'NORTH WIND' | NORTHWIND SWITCH GRASS | 3 GAL | | |
| | PAL3 | 30 | PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE' TM | LITTLE SPIRE RUSSIAN SAGE | 3 GAL | | |
| | PLO7 | 136 | PRUNUS LAUROCERASUS 'OTTO LUYKEN' | OTTO LUYKEN LAUREL | 3 GAL | | |

| GROUND COVERS | CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SPACING | NA |
|---|---|---|---|---|---|---|---|
| | AGO | 103 | ACORUS GRAMINEUS 'OGON' | GOLDEN VARIEGATED SWEETFLAG | 1 GAL | 15" O.C. | |
| | SOD | 10,771 SF | CYNODON DACTYLON | BERMUDA GRASS | SOD | | |
| | FGL | 172 | FESTUCA GLAUCA | BLUE FESCUE | 1 GAL | 12" O.C. | |
| | LIR | 3,688 | LIRIOPE MUSCARI 'SUPER BLUE' | SUPER BLUE LIRIOPE | 1 GAL | 15' O. C. | |
| | LYS | 113 | LYSIMACHIA NUMMULARIA 'AUREA' | GOLDEN CREEPING JENNY | 4" POT | 12" O.C. | |
| | OJA | 43 | OPHIOPOGON JAPONICUS | MONDO GRASS | 4" POT | 15" O.C. | |
| | TAA | 87 | TRACHELOSPERMUM ASIATICUM 'ASIATIC' | ASIATIC JASMINE | 4" POT | 15" O.C. | |

## SITE KEY:



NORTH

0 20 40 60 FT

SCALE: 1" = 20'

DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

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1320 Ellsworth Industrial Blvd, Suite A1400
Atlanta, Georgia 30318
Tel: 678.399.7591 | www.bcstudio.com

SEAL:

PROJECT NUMBER: 02-MCR HAP

3558 ELM STREET
HAPEVILLE, GA 30354

# MODERA HAPEVILLE

CLIENT:

MILL CREEK RESIDENTIAL

3715 NORTHSIDE PKWY
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | PLANNING COMMISSION | 12.13.22 |

TITLE:

TREE REPLACEMENT PLAN

SHEET NUMBER:

TCRP 2.0

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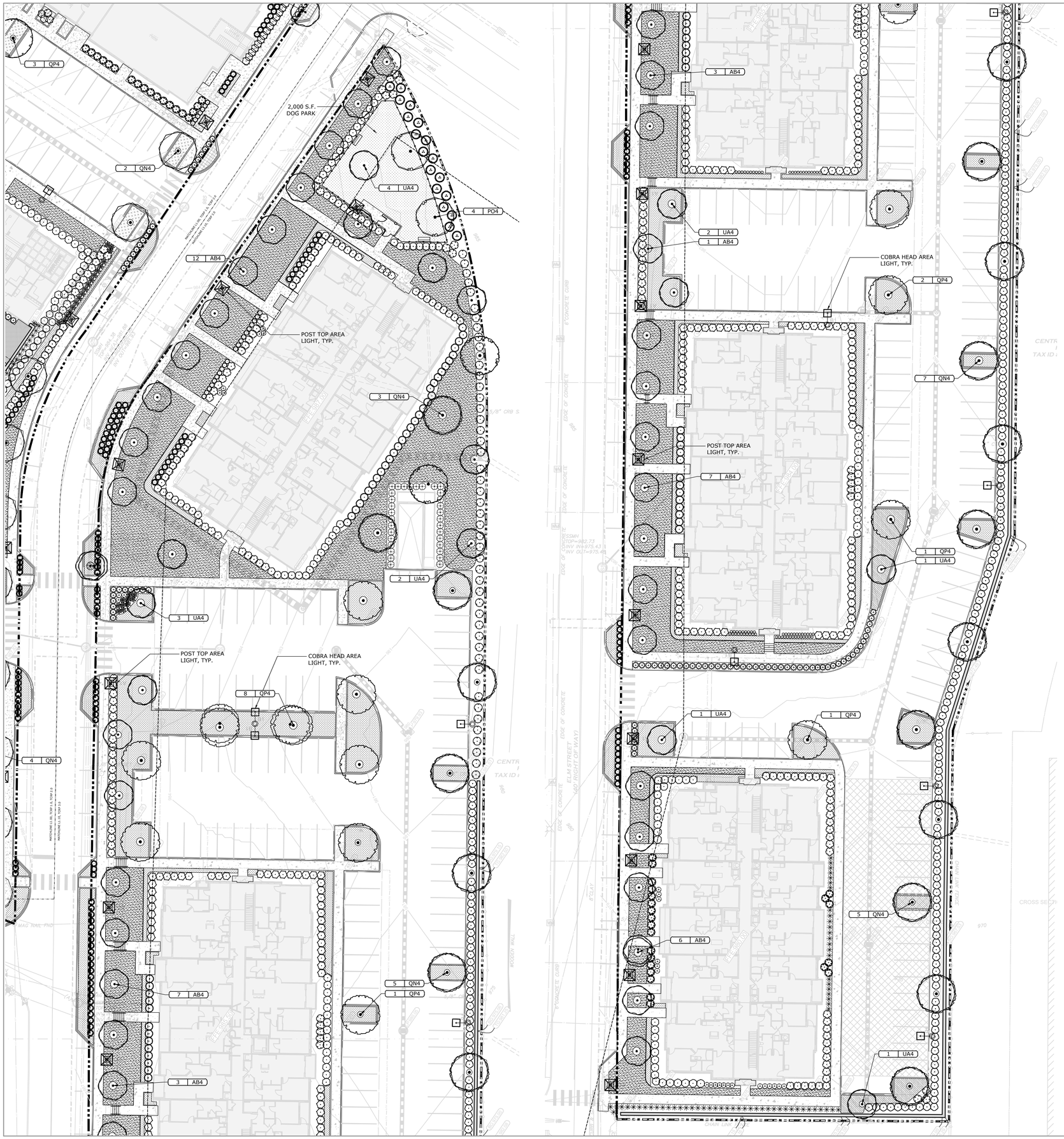


## PLANT SCHEDULE:

| TREES | CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SIZE | CAL |
|---|---|---|---|---|---|---|---|
| | AB4 | 34 | ACER BUERGERIANUM `ABMTF` PP16,629 | AERYN TRIDENT MAPLE | B & B | 14`-15` HT | 4" CAL |
| | PO4 | 4 | PLATANUS OCCIDENTALIS | AMERICAN SYCAMORE | B & B | 14` HT MIN. | 4" CAL |
| | QN4 | 19 | QUERCUS NUTTALLII SINGLE STRAIGHT TRUNK, DENSE, UNIFORM BRANCHING, MATCHED, LIMB UP 84" | NUTTALL OAK | B & B | 15`-16` HT | 4" CAL |
| | QP4 | 13 | QUERCUS PHELLOS SINGLE STRAIGHT TRUNK, DENSE, UNIFORM BRANCHING, MATCHED, LIMB UP 84" | WILLOW OAK | B & B | 15`-16` HT | 4" CAL |
| | UA4 | 14 | ULMUS ALATA | WINGED ELM | B & B | 14` HT MIN. | 4" CAL |

| SHRUBS | CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SIZE | NA |
|---|---|---|---|---|---|---|---|
| | AIMG3 | 23 | AZALEA INDICA `MRS. G.G. GERBING` | MRS. G.G. GERBING AZALEA | 3 GAL | | |
| | AZA3 | 20 | AZALEA SATSUKI HYBRID `FLAME CREEPER` | FLAME CREEPER AZALEA | 3 GAL | | |
| | CLIA7 | 32 | CLEYERA JAPONICA | CLEYERA | 3 GAL | | |
| | DIM3 | 60 | DISTYLIUM MYRICOIDES `VINTAGE JADE` | DISTYLIUM | 3 GAL | | |
| | HMN7 | 28 | HYDRANGEA MACROPHYLLA `NIKKO BLUE` | NIKKO BLUE HYDRANGEA | 7 GAL | | |
| | HPL3 | 25 | HYDRANGEA PANICULATA `LIMELIGHT` TM | LIMELIGHT HYDRANGEA | 3 GAL | | |
| | ICS3 | 63 | ILEX CRENATA `SOFT TOUCH` | SOFT TOUCH JAPANESE HOLLY | 7 GAL | | |
| | IPA7 | 58 | ILLICIUM PARVIFLORUM | ANISE TREE | 3 GAL | | |
| | LCB7 | 283 | LOROPETALUM CHINENSE RUBRUM `BURGUNDY` | BURGUNDY LOROPETALUM | 7 GAL | | |
| | LOR3 | 144 | LOROPETALUM CHINENSE `CRIMSON FIRE` | CRIMSON FIRE LOROPETALUM | 3 GAL | | |
| | MSA3 | 110 | MISCANTHUS SINENSIS `ADAGIO` | ADAGIO EULALIA GRASS | 3 GAL | | |
| | MUCA3 | 10 | MUHLENBERGIA CAPILLARIS | PINK MUHLY | 3 GAL | | |
| | PVN3 | 64 | PANICUM VIRGATUM `NORTH WIND` | NORTHWIND SWITCH GRASS | 3 GAL | | |
| | PEN3 | 67 | PENNISETUM ALOPECUROIDES `LITTLE BUNNY` | LITTLE BUNNY FOUNTAIN GRASS | 3 GAL | | |
| | PCB15 | 18 | PRUNUS CAROLINIANA `BRIGHT `N TIGHT` TM | BRIGHT `N TIGHT CAROLINA LAUREL | 15 GAL | | |
| | PLO7 | 98 | PRUNUS LAUROCERASUS `OTTO LUYKEN` | OTTO LUYKEN LAUREL | 3 GAL | | |
| | THU | 46 | THUJA OCCIDENTALIS `EMERALD` | EMERALD ARBORVITAE | B & B | 6` HT | |

| GROUND COVERS | CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SPACING | NA |
|---|---|---|---|---|---|---|---|
| | AGO | 605 | ACORUS GRAMINEUS `OGON` | GOLDEN VARIEGATED SWEETFLAG | 1 GAL | 15" O.C. | |
| | SOD | 18,803 SF | CYNODON DACTYLON | BERMUDA GRASS | SOD | | |
| | LIR | 7,059 | LIRIOPE MUSCARI `SUPER BLUE` | SUPER BLUE LIRIOPE | 1 GAL | 15` O. C. | |

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HAPEVILLE, GA 30354

OWNER:
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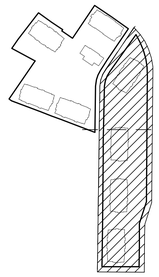
## SITE KEY:



NORTH

0 20 40 60 FT

SCALE: 1" = 20'

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ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | PLANNING COMMISSION | 12.13.22 |

TITLE:

TREE REPLACEMENT PLAN

SHEET NUMBER:

TCRP 3.0

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TREE CALCULATION NOTES:

1) TREE DENSITY REQUIRED IS 100 INCHES PER ACRE.
   8.15 TOTAL ACREAGE X 100 = 815 TREE INCHES
2) LANDMARK TREE INCHES DESTROYED = 236"
3) ADJUSTED SITE DENSITY REQUIRED, INCLUDING LANDMARK RECOMPENSE = 1,051 INCHES (815" + 236")
4) REPLACEMENT TREE INCHES PROVIDE = 624"
5) SAVED TREE INCHES = 0"
6) TREE DENSITY DEFICIT: 1,051" - 236" - 388" = 427"
7) NON-RECOMPENSE MITIGATION FEE:
   $150 PER INCH x 427 INCHES = **$64,050 IN RECOMPENSE OWED**

LANDMARK TREE REPLACEMENT:

1) 236" REQUIRED FOR LANDMARK TREE RECOMPENSE
2) 236" OF OVERSTORY TREES PLANTED FOR LANDMARK RECOMPENSE

**TREES**

| Code | Quantity | % of Total | Botanical | Common | Cont | Size | Caliper | Total Inches |
|---|---|---|---|---|---|---|---|---|
| AB4 | 46 | 29.5% | ACER BUERGERIANUM `ABMTF` PP16,629 | ABRYN TRIDENT MAPLE | B & B | 14`-15` HT | 4 | 184 |
| AR4 | 17 | 10.9% | ACER RUBRUM `AUTUMN GLORY` | AUTUMN GLORY MAPLE | B & B | 15`-16` HT | 4 | 68 |
| IO4 | 15 | 9.6% | ILEX OPACA | AMERICAN HOLLY | B & B | 12` HT MIN. | 4 | 60 |
| PO4 | 4 | 2.6% | PLATANUS OCCIDENTALIS | AMERICAN SYCAMORE | B & B | 14` HT MIN. | 4 | 16 |
| QN4 | 32 | 20.5% | QUERCUS NUTTALLII | NUTTALL OAK | B & B | 15`-16` HT | 4 | 128 |
| QP4 | 28 | 17.9% | QUERCUS PHELLOS | WILLOW OAK | B & B | 15`-16` HT | 4 | 112 |
| UA4 | 14 | 9.0% | ULMUS ALATA | WINGED ELM | B & B | 14` HT MIN. | 4 | 56 |
| | | | | | | | | |
| **Trees Planted** | **156** | **100.0%** | | | | | | |
| **Total Inches Planted** | | | | | | | | **624** |
| **Landmark Tree Inches Destroyed** | | | | | | | | **236** |
| **Landmark Tree Inches Determined to be DDS in the Provided Arborist Report** | | | | | | | | **363** |
| **ROW Tree Inches Destroyed** | | | | | | | | **87** |
| **Inches Toward Landmark Recompense** | | | | | | | | **236** |
| **Inches Toward Site Density Req. (100 in./acre) (624 inches - 236 inches)** | | | | | | | | **388** |
| **Site Density Required (inches) ((8.15 acres x 100 inches/acre)) + 236 inches in landmark recompense** | | | | | | | | **1051** |
| **Site Density Defecit (inches) (1,051 inches required - 236 recompense inches planted - 388 inches planted for density)** | | | | | | | | **427** |

TREE CONSERVATION PLAN NOTES:

1. THE INCHES PER ACRE SHOWN ON THE TREE PRESERVATION AND/OR REPLACEMENT PLAN(S) MUST BE VERIFIED PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY. CONTACT THE CITY OF HAPEVILLE AT 404-669-2120 TO ARRANGE A SITE INSPECTION.
2. ALL TREE PROTECTION DEVICES MUST BE INSTALLED AND INSPECTED PRIOR TO START OF ANY LAND DISTURBING ACTIVITY AND SHALL BE MAINTAINED UNTIL FINAL LANDSCAPING IS INSTALLED AND CERTIFICATE OF OCCUPANCY IS ISSUED. CONTACT THE CITY OF HAPEVILLE FOR AN INSPECTION.
3. THE SITE CONTRACTOR SHALL COORDINATE SERVICE ROUTING OF ALL GAS, TELEPHONE, AND ELECTRICAL LINES WITH THE APPROPRIATE UTILITY COMPANY. ALL CONSTRUCTION MUST COMPLY WITH EACH UTILITY'S STANDARDS AND SPECIFICATIONS AND NOT INTERFERE WITH TREE PLANTING SITES OR EXISTING TREES TO BE PRESERVED.
4. TREE PROTECTION AND REPLACEMENT SHALL BE ENFORCED ACCORDING TO THE CITY OF HAPEVILLE STANDARDS. ANY FIELD ADJUSTMENTS TO TREE PROTECTION DEVICE TYPES OR LOCATIONS OR SUBSTITUTIONS OF PLANT MATERIALS SHOWN ON THE APPROVED PLANS ARE SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY.
5. ALL BUFFERS SHALL BE REPLANTED TO BUFFER STANDARDS WHERE SPARSELY VEGETATED OR WHERE DISTURBED. REPLANTINGS ARE SUBJECT TO CITY OF HAPEVILLE APPROVAL.
6. A MAINTENANCE INSPECTION OF TREES WILL BE PERFORMED AFTER ONE (1) FULL GROWING SEASON FROM THE DATE OF THE FINAL CONSTRUCTION INSPECTION. PROJECT OWNERS AT THE TIME OF THE MAINTENANCE INSPECTION ARE RESPONSIBLE FOR ORDINANCE COMPLIANCE.
7. LABEL AT LEAST ONE TREE OF EACH VARIETY WITH A SECURELY ATTACHED WATER-PROOF TAG BEARING LEGIBLE DESIGNATION OF BOTANICAL AND COMMON NAME.
8. TREES AND PLANTS SELECTED FOR PLANTING MUST MEET THE MINIMUM REQUIREMENTS AS PROVIDED IN THE "AMERICAN STANDARD FOR NURSERY STOCK" (ANSI STANDARDS LATEST EDITION).
9. TREE PLANTING MAY BE DELAYED UP TO SIX (6) MONTHS IN THE CASE OF UNFAVORABLE CLIMATE CONDITIONS (DROUGHT, FLOOD, EXTREME HEAT OR COLD). PROPERTY OWNERS MUST PROVIDE THE CITY WITH A PERFORMANCE BOND THAT IDENTIFIES A TARGET DATE FOR WHEN THE REQUIRED NUMBERS, SIZES, AND SPECIES OF TREES WILL BE PLANTED TO MEET THE REQUIREMENTS OF THIS ORDINANCE.
10. EVERY DEVELOPMENT WITHIN THE CITY IS REQUIRED TO UNDERGO LANDSCAPE INSPECTION BY THE CITY'S DESIGNATED AGENT PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY. THE INSPECTION WILL DETERMINE WHETHER THE TREE PRESERVATION AND/OR REPLACEMENT PLAN HAS BEEN IMPLEMENTED AS REQUIRED BY THIS ORDINANCE.

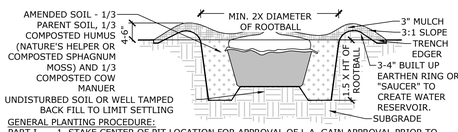
**LANDSCAPE CONTRACTOR NOTE:**
CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT FOR FINAL TREE SELECTIONS AND TAGGING.
COORDINATION NEEDED FOR SUFFICIENT LEAD TIME AND SCHEDULING OF TREE TAGGING.
LA TO TAG ALL TREES FROM NURSERY PRIOR TO ORDERING.
CONTACT LA WITH QUESTIONS

NOTES:
1. ALL DECIDUOUS TREES (DOES NOT INCLUDE MULTI-TRUNK TREES) TO HAVE STRAIGHT, SINGLE LEADER, HEALTHY, GOOD FORM.
2. ALL DECIDUOUS TREES (MULTI-TRUNK) TO HAVE A MINIMUM OF 3 EQUAL SIZE TRUNKS, HEALTHY, GOOD FORM.
3. ALL EVERGREEN TREES TO BE FULL TO GROUND, HEALTHY, GOOD FORM.

TREE NOTES:
1) ALL TREE LOCATIONS ARE APPROXIMATE.
2) LIMIT OF DISTURBANCE MUST BE MARKED AND IDENTIFIED IN THE FIELD BY A SURVEYOR PRIOR TO CONSTRUCTION.
3)ALL TREES TO BE REMOVED MUST BE IDENTIFIED, MARKED, AND VERIFIED IN THE FIELD AFTER LIMIT OF DISTURBANCE HAS BEEN MARKED.
4) TREES REMOVED OUTSIDE OF TREE PROTECTION FENCE ARE TO BE REMOVED BY HAND WITH MINIMAL DISTURBANCE PER ARBORIST REQUEST.

IRRIGATION NOTES:
1) ALL IRRIGATION IS TO BE DESIGN BUILD AND TO PROVIDE 100% COVERAGE OF ALL LANDSCAPE MATERIAL.
2) CIVIL TO LOCATE WATER METER.
3) IRRIGATION DESIGNER TO ADHERE TO ALL LOCAL JURISDICTION CODE REQUIREMENTS.
4) LANDSCAPE CONTRACTOR TO FIELD ADJUST ALL SPRAY HEADS AND DRIP LINES AS NEEDED TO ENSURE FULL COVERAGE AND ELIMINATE OVERSPRAY ONTO ADJEACENT WALKS AND ROADS.
5) FINAL CONTROL BOX AND METER LOCATIONS TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO IRRIGATION INSTALLATION.

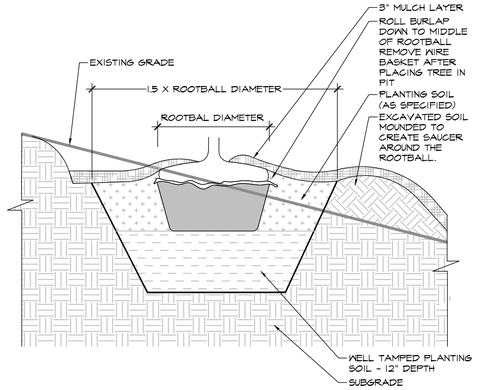
TYPICAL STREETSCAPE CROSS-SECTION




GENERAL PLANTING PROCEDURES
PART I 1. STAKE CENTER OF PIT LOCATION FOR APPROVAL OF L.A. GAIN APPROVAL PRIOR TO EXCAVATION.
PART II 2. EXCAVATE SOIL FROM TREE PIT, (SAVE SOIL FOR SAUCER AND AMENDED BACK FILL.)
3. FILL TREE PIT WITH WATER (FIRST TIME)AND CHECK DRAINAGE, IF PIT HOLDS WATER FOR MORE THAN 8 HOURS, CEASE WORK IN THAT AREA AND NOTIFY L.A.
PART III 4. SCARIFY SIDES AND BOTTOM OF PIT TO A DEPTH OF 6"
5. ONCE PIT HAS DRAINED SET TREE IN THE PIT SUCH THAT THE TOP OF THE ROOT BALL IS 1-2" HIGHER THAN THE ORIGINAL GRADE.
6. ADJUST THE TREE CANOPY SO THAT THE BEST SIDE FACES THE MOST PROMINENT VIEWING DIRECTION (IF APPLICABLE). FOR TREES AGAINST BUILDINGS, ETC THE BEST SIDE SHALL FACE THE PEDESTRIAN APPROACHES.
7. CUT WIRE BASKET FROM ROOT BALL(IF APPLICABLE) BY SLIGHTLY TIPPING TREE IN THE PIT FROM SIDE TO SIDE AND MAKING THREE (3) OR MORE CUTS DOWN THE BASKET. REMOVE ALL OF THE WIRE BASKET COMPLETELY. TIP THE TREE BY TRUNK TO PULL OUT THE BOTTOM PART OF THE BASKET.
8. LEVEL THE TREE TRUNK
9. ADD WATER TO THE PIT AND BEGIN TO BACK FILL WITH AMENDED SOIL.
10. USING A SHOVEL OR PROBE TAMP THE SOIL LIGHTLY AROUND THE ROOTBALL. CONTINUE ADDING SOIL AND WATER AND MOVING AROUND THE ROOTBALL UNTIL THE PIT IS FILLED.
11. CONSTRUCT SOIL SAUCED FROM EXCAVATED MATERIALS.
12. CONSTRUCT NEAT TRENCH EDGE AROUND SAUCER AND COVER ENTIRE PIT AND SAUCER WITH MULCH.
13. STAKE TREE AS REQUIRED.

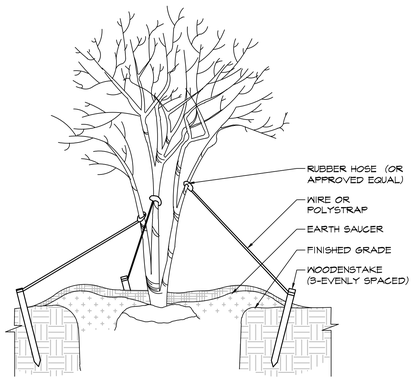
4 TREE PLANTING

SCALE: NTS



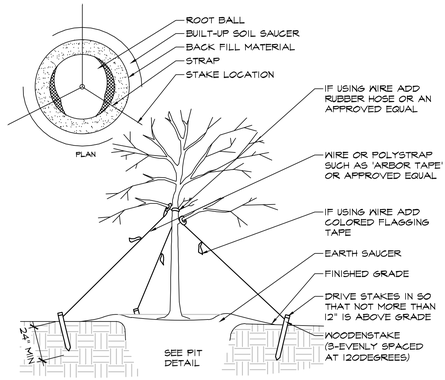

2 TREE PLANTING ON SLOPE

SCALE: NTS



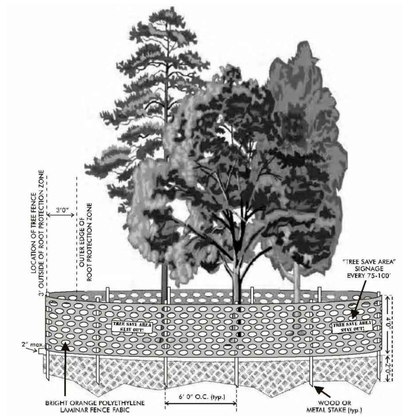

3 MULTI-TRUNK STAKING

SCALE: NTS




1 SINGLE TRUNK STAKING

SCALE: NTS




TREE PROTECTION FENCING

**EXISTING TREE TABLE**

| TREE # | DBH | SPECIES | CONDITION | LANDMARK TREE | ROW TREE | DDS INCHES |
|---|---|---|---|---|---|---|
| 1 | 12 | HARDWOOD | DESTROYED | | | |
| 2 | 10 | HARDWOOD | DESTROYED | | | |
| 3 | 24 | HARDWOOD | DESTROYED | | | |
| 4 | 18 | HARDWOOD | DESTROYED | | | |
| 5 | 16 | HARDWOOD | DESTROYED | | | |
| 6 | 20 | HARDWOOD | DESTROYED | | | |
| 7 | 20 | HARDWOOD | DESTROYED | | | |
| 8 | 22 | HARDWOOD | DESTROYED | | | |
| 9 | 24 | HARDWOOD | DESTROYED | | | |
| 10 | 20 | HARDWOOD | DESTROYED | | | |
| 11 | 8 | HARDWOOD | DESTROYED | | | |
| 12 | 8 | HARDWOOD | DESTROYED | | | |
| 13 | 24 | HARDWOOD | DESTROYED | | | |
| 14 | 10 | HARDWOOD | DESTROYED | | | |
| 15 | 14 | HARDWOOD | DESTROYED | | | |
| 16 | 15 | HARDWOOD | DESTROYED | | | |
| 17 | 15 | HARDWOOD | DESTROYED | | | |
| 18 | 12 | HARDWOOD | DESTROYED | | | |
| 19 | 14 | HARDWOOD | DESTROYED | | | |
| 20 | 10 | DOGWOOD | ***POOR-DESTROYED*** | | | 10 |
| 21 | 8 | HARDWOOD | DESTROYED | | YES | |
| 22 | 8 | HARDWOOD | DESTROYED | | YES | |
| 23 | 8 | HARDWOOD | DESTROYED | | YES | |
| 24 | 12 | HARDWOOD | DESTROYED | | YES | |
| 25 | 12 | HARDWOOD | DESTROYED | | YES | |
| 26 | 12 | HARDWOOD | DESTROYED | | YES | |
| 27 | 8 | HARDWOOD | DESTROYED | | | |
| 28 | 48 | BLACKGUM | ***POOR-DESTROYED*** | | | 48 |
| 29 | 8 | HARDWOOD | DESTROYED | | | |
| 30 | 12 | HARDWOOD | DESTROYED | | | |
| 31 | 42 | S. RED OAK | ***POOR-DESTROYED*** | | | 42 |
| 32 | 8 | HARDWOOD | DESTROYED | | | |
| 33 | 30 | HARDWOOD | ***DEAD-DESTROYED*** | | | 30 |
| 34 | 10 | HARDWOOD | DESTROYED | | | |
| 35 | 15 | HARDWOOD | DESTROYED | | | |
| 36 | 8 | HARDWOOD | DESTROYED | | | |
| 37 | 18 | HARDWOOD | DESTROYED | | | |
| 38 | 18 | HARDWOOD | DESTROYED | | | |
| 39 | 30 | S. RED OAK | ***POOR-DESTROYED*** | | | 30 |
| 40 | 18 | HARDWOOD | DESTROYED | | | |
| 41 | 29 | S. RED OAK | ***POOR-DESTROYED*** | | | 29 |
| 42 | 30 | PECAN | ***POOR-DESTROYED*** | | | 30 |
| 43 | 32 | S. RED OAK | ***POOR-DESTROYED*** | | | 32 |
| 44 | 30 | PECAN | ***POOR-DESTROYED*** | | | 30 |
| 45 | 30 | S. RED OAK | ***POOR-DESTROYED*** | | | 30 |
| 46 | 8 | HARDWOOD | DESTROYED | | | |
| 47 | 8 | HARDWOOD | DESTROYED | | | |
| 48 | 12 | HARDWOOD | DESTROYED | | | |
| 49 | 8 | HARDWOOD | DESTROYED | | | |
| 50 | 8 | HARDWOOD | DESTROYED | | | |
| 51 | 14 | HARDWOOD | DESTROYED | | | |
| 52 | 30 | WILLOW OAK | FAIR-DESTROYED | YES | | |
| 53 | 34 | HARDWOOD | DESTROYED | | | |
| 54 | 36 | POST OAK | FAIR-DESTROYED | YES | | |
| 55/56 | 34 | POST OAK | FAIR-DESTROYED | YES | | |
| 57 | 10 | DOGWOOD | GOOD-DESTROYED | YES | | |
| 58 | 8 | HARDWOOD | DESTROYED | | | |
| 59 | 28 | PECAN | FAIR-DESTROYED | YES | | |
| 60 | 10 | HARDWOOD | DESTROYED | | | |
| 61 | 10 | HARDWOOD | DESTROYED | | | |
| 62 | 8 | HARDWOOD | DESTROYED | | | |
| 63 | 8 | HARDWOOD | DESTROYED | | | |
| 64 | 10 | HARDWOOD | DESTROYED | | | |
| 65 | 15 | HARDWOOD | DESTROYED | | | |
| 66 | 14 | HARDWOOD | DESTROYED | | | |
| 67 | 12 | HARDWOOD | DESTROYED | | | |
| 68 | 12 | HARDWOOD | DESTROYED | | | |
| 69 | 8 | HARDWOOD | DESTROYED | | | |
| 70 | 12 | HARDWOOD | DESTROYED | | | |
| 71 | 24 | HARDWOOD | DESTROYED | | | |
| 72 | 26 | HARDWOOD | DESTROYED | | | |
| 73 | 8 | HARDWOOD | DESTROYED | | | |
| 74 | 8 | HARDWOOD | DESTROYED | | | |
| 75 | 16 | HARDWOOD | DESTROYED | | | |
| 76 | 15 | POPLAR | DESTROYED | | | |
| 77 | 24 | HARDWOOD | DESTROYED | | | |
| 78 | 20 | HARDWOOD | DESTROYED | | | |
| 79 | 52 | WATER OAK | ***POOR-DESTROYED*** | | | 52 |
| 80 | 22 | HARDWOOD | DESTROYED | | | |
| 81 | 24 | HARDWOOD | DESTROYED | | | |
| 82 | 18 | HARDWOOD | DESTROYED | | | |
| 83 | 14 | HARDWOOD | DESTROYED | | | |
| 84 | 17 | HARDWOOD | DESTROYED | | | |
| 85 | 15 | HARDWOOD | DESTROYED | | | |
| 86 | 22 | HARDWOOD | DESTROYED | | | |
| 87 | 16 | HARDWOOD | DESTROYED | | | |
| 88 | 12 | HARDWOOD | DESTROYED | | | |
| 89 | 16 | HARDWOOD | DESTROYED | | | |
| 90 | 14 | HARDWOOD | DESTROYED | | | |
| 91 | 15 | HARDWOOD | DESTROYED | | | |
| 92 | 8 | HARDWOOD | DESTROYED | | | |
| 93 | 11 | HARDWOOD | DESTROYED | | | |
| 94 | 12 | HARDWOOD | DESTROYED | | | |
| 95 | 20 | HARDWOOD | DESTROYED | | | |
| 96 | 8 | HARDWOOD | DESTROYED | | | |
| 97 | 10 | HARDWOOD | DESTROYED | | | |
| 98 | 8 | HARDWOOD | DESTROYED | | | |
| 99 | 16 | POPLAR | DESTROYED | | | |
| 100 | 8 | HARDWOOD | DESTROYED | | | |
| 101 | 10 | HARDWOOD | DESTROYED | | | |
| 102 | 8 | HARDWOOD | DESTROYED | | | |
| 103 | 8 | HARDWOOD | DESTROYED | | | |
| 104 | 8 | HARDWOOD | DESTROYED | | | |
| 105 | 8 | HARDWOOD | DESTROYED | | | |
| 106 | 8 | HARDWOOD | DESTROYED | | | |
| 107 | 14 | HARDWOOD | DESTROYED | | | |
| 108 | 14 | HARDWOOD | DESTROYED | | | |
| 109 | 12 | HARDWOOD | DESTROYED | | | |
| 110 | 8 | HARDWOOD | DESTROYED | | | |
| 111 | 8 | HARDWOOD | DESTROYED | | | |
| 112 | 8 | HARDWOOD | DESTROYED | | | |
| 113 | 8 | HARDWOOD | DESTROYED | | | |
| 114 | 16 | HARDWOOD | DESTROYED | | | |
| 115 | 9 | HARDWOOD | DESTROYED | | | |
| 116 | 8 | HARDWOOD | DESTROYED | | | |
| 117 | 15 | HARDWOOD | DESTROYED | | | |
| 118 | 15 | HARDWOOD | DESTROYED | | | |
| 119 | 10 | HARDWOOD | DESTROYED | | | |
| 120 | 10 | HARDWOOD | DESTROYED | | | |
| 121 | 8 | HARDWOOD | DESTROYED | | | |
| 122 | 8 | HARDWOOD | DESTROYED | | | |
| 123 | 8 | HARDWOOD | DESTROYED | | | |
| 124 | 32 | SUGAR HACKBERRY | GOOD-DESTROYED | YES | | |
| 125 | 24 | HARDWOOD | DESTROYED | | | |
| 126 | 12 | HARDWOOD | DESTROYED | | | |
| 127 | 10 | HARDWOOD | DESTROYED | | | |
| 128 | 12 | HARDWOOD | DESTROYED | | | |
| 129 | 8 | HARDWOOD | DESTROYED | | | |
| 130 | 12 | HARDWOOD | DESTROYED | | | |
| 131 | 12 | HARDWOOD | DESTROYED | | | |
| 132 | 8 | HARDWOOD | DESTROYED | | | |
| 133 | 8 | HARDWOOD | DESTROYED | | | |
| 134 | 8 | HARDWOOD | DESTROYED | | | |
| 135 | 8 | HARDWOOD | DESTROYED | | | |
| 136 | 10 | HARDWOOD | DESTROYED | | | |
| 137 | 12 | HARDWOOD | DESTROYED | | | |
| 138 | 8 | HARDWOOD | DESTROYED | | | |
| 139 | 12 | HARDWOOD | DESTROYED | | | |
| 140 | 8 | HARDWOOD | DESTROYED | | | |
| 141 | 8 | HARDWOOD | DESTROYED | | | |
| 142 | 12 | HARDWOOD | DESTROYED | | | |
| 143 | 12 | HARDWOOD | DESTROYED | | | |
| 144 | 8 | HARDWOOD | DESTROYED | | | |
| 145 | 14 | HARDWOOD | DESTROYED | | | |
| 146 | 12 | HARDWOOD | DESTROYED | | | |
| 147 | 14 | HARDWOOD | DESTROYED | | | |
| 148 | 12 | HARDWOOD | DESTROYED | | | |
| 149 | 8 | HARDWOOD | DESTROYED | | | |
| 150 | 8 | HARDWOOD | DESTROYED | | | |
| 151 | 14 | HARDWOOD | DESTROYED | | | |
| 152 | 8 | HARDWOOD | DESTROYED | | | |
| 153 | 14 | HARDWOOD | DESTROYED | | | |
| 154 | 12 | HARDWOOD | DESTROYED | | | |
| 155 | 10 | HARDWOOD | DESTROYED | | | |
| 156 | 10 | HARDWOOD | DESTROYED | | | |
| 157 | 10 | HARDWOOD | DESTROYED | | | |
| 158 | 8 | HARDWOOD | DESTROYED | | | |
| 159 | 30 | WATER OAK | GOOD-DESTROYED | YES | | |
| 160 | 18 | HARDWOOD | DESTROYED | | | |
| 161 | 8 | HARDWOOD | DESTROYED | | | |
| 162 | 8 | HARDWOOD | DESTROYED | | | |
| 163 | 14 | HARDWOOD | DESTROYED | | | |
| 164 | 10 | HARDWOOD | DESTROYED | | | |
| 165 | 8 | HARDWOOD | DESTROYED | | | |
| 166 | 16 | HARDWOOD | DESTROYED | | | |
| 167 | 16 | HARDWOOD | DESTROYED | | | |
| 168 | 20 | HARDWOOD | DESTROYED | | | |
| 169 | 15 | HARDWOOD | DESTROYED | | | |
| 170 | 8 | HARDWOOD | DESTROYED | | | |
| 171 | 8 | HARDWOOD | DESTROYED | | | |
| 172 | 8 | HARDWOOD | DESTROYED | | | |
| 173 | 8 | HARDWOOD | DESTROYED | | | |
| 174 | 14 | HARDWOOD | DESTROYED | | | |
| 175 | 8 | HARDWOOD | DESTROYED | | | |
| 176 | 8 | HARDWOOD | DESTROYED | | | |
| 177 | 8 | HARDWOOD | DESTROYED | | | |
| 178 | 8 | HARDWOOD | DESTROYED | | | |
| 179 | 8 | HARDWOOD | DESTROYED | | | |
| 180 | 24 | HARDWOOD | DESTROYED | | | |
| 181 | 15 | HARDWOOD | DESTROYED | | | |
| 182 | 22 | HARDWOOD | DESTROYED | | | |
| 183 | 8 | HARDWOOD | DESTROYED | | | |
| 184 | 8 | HARDWOOD | DESTROYED | | | |
| 185 | 15 | HARDWOOD | DESTROYED | | | |
| 186 | 22 | HARDWOOD | DESTROYED | | | |
| 187 | 26 | HARDWOOD | DESTROYED | | | |
| 188 | 15 | HARDWOOD | DESTROYED | | | |
| 189 | 8 | HARDWOOD | DESTROYED | | | |
| 190 | 16 | HARDWOOD | DESTROYED | | | |
| 191 | 8 | HARDWOOD | DESTROYED | | | |
| 192 | 36 | PECAN | GOOD-DESTROYED | YES | | |
| 193 | 18 | HARDWOOD | DESTROYED | | | |
| 194 | 22 | HARDWOOD | DESTROYED | | | |
| 195 | 10 | HARDWOOD | DESTROYED | | | |
| 196 | 8 | HARDWOOD | DESTROYED | | | |
| 197 | 8 | HARDWOOD | DESTROYED | | | |
| 198 | 16 | HARDWOOD | DESTROYED | | | |
| 199 | 12 | HARDWOOD | DESTROYED | | | |
| 200 | 12 | HARDWOOD | DESTROYED | | | |
| 201 | 8 | HARDWOOD | DESTROYED | | | |
| 202 | 8 | HARDWOOD | DESTROYED | | | |
| 203 | 8 | HARDWOOD | DESTROYED | | | |
| 204 | 8 | HARDWOOD | DESTROYED | | | |
| 205 | 8 | HARDWOOD | DESTROYED | | | |
| 206 | 16 | HARDWOOD | DESTROYED | | | |
| 207 | 8 | SWEETGUM | DESTROYED | | | |
| 208 | 12 | HARDWOOD | DESTROYED | | | |
| 209 | 8 | TULIP POPLAR | DESTROYED | | | |
| 210 | 10 | HARDWOOD | DESTROYED | | | |
| 211 | 15 | HARDWOOD | DESTROYED | | | |
| 212 | 22 | MAGNOLIA | GOOD-DESTROYED | | YES | |
| 213 | 12 | HARDWOOD | DESTROYED | | | |
| 214 | 12 | HARDWOOD | DESTROYED | | | |
| 215 | 16 | HARDWOOD | DESTROYED | | | |
| 216 | 10 | HARDWOOD | DESTROYED | | | |
| 217 | 8 | HARDWOOD | DESTROYED | | | |
| *INCHES DESTROYED* | | | | 236 | 82 | 363 |
| *TREES DESTROYED* | | | | 8 | 7 | |

PROJECT ADDRESS:
3558 ELM STREET
HAPEVILLE, GA 30354

OWNER:
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY NW, 2-440
ATLANTA, GA 30327


DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-508-8830
DYNAMIKDESIGN.COM

CONSULTANT:
b+C STUDIO
1320 Ellsworth Industrial Blvd, Suite A1400
Atlanta, Georgia 30318
Tel: 678.990.7991 | www.bcstudio.com


SEAL:

PROJECT NUMBER: 02-MCR HAP

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | PLANNING COMMISSION | 12.13.22 |

TITLE:

TREE CALCULATIONS

SHEET NUMBER:

TCRP 4.0

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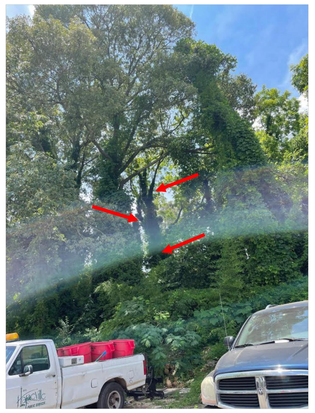
Tree #42





Tree #39

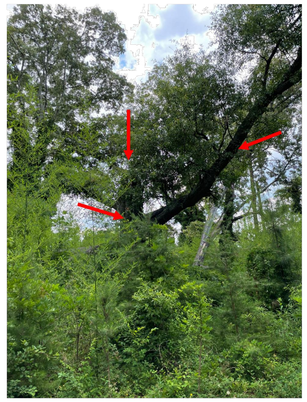
Tree #28

## Tree Assessment Data

| Tag | DBH | Species | Condition | Notes |
|---|---|---|---|---|
| 20 | 10 | Dogwood | POOR | 75% dieback |
| 28 | 48 | Blackgum | POOR | Basal cavities at root crown to ~4' |
| 31 | 42 | Southern Red Oak | POOR | Many large dead limbs, fungal fruiting bodies at root crown, numerous basal wounds throughout, kudzu and ivy covered |
| 33 | 30 | Dead Pole | DEAD | Kudzu and ivy covered |
| 39 | 30 | Southern Red Oak | POOR | Kudzu and ivy covered |
| 41 | 29 | Southern Red Oak | POOR | Kudzu and ivy covered |
| 42 | 30 | Pecan | POOR | Kudzu and ivy covered |
| 43 | 32 | Southern Red Oak | POOR | Kudzu and ivy covered |
| 44 | 30 | Pecan | POOR | Kudzu and ivy covered |
| 52 | 30 | Willow Oak | FAIR | Bacterial wetwood present, many dead limbs |
| 54 | 36 | Post Oak | FAIR | Significant ivy, many large dead limbs, epicormic sprouting |
| 55/56 | 34 | Post Oak | GOOD | Codominant at ~ 5' |
| 57 | 10 | Dogwood | GOOD | |
| 59 | 28 | Pecan | FAIR | Significant ivy, multi-stem at ~ 6' |
| 79 | 52 | Water Oak | POOR | 90% of tree blown out |
| 124 | 32 | Sugar Hackberry | GOOD | Codominant at ~ 5' |
| 159 | 30 | Water Oak | GOOD | |
| 192 | 36" | Pecan | GOOD | |

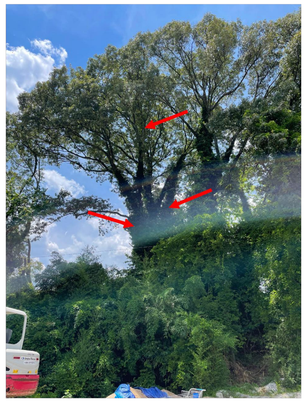


Tree #79





Tree #41





Tree #33

## Supporting Images – POOR Condition Trees

Tree #20

## Assignment

Survey, tag and record the following data for all trees indicated on the supplied plan: tree number, diameter, species, vitality, and other comments relative to condition.

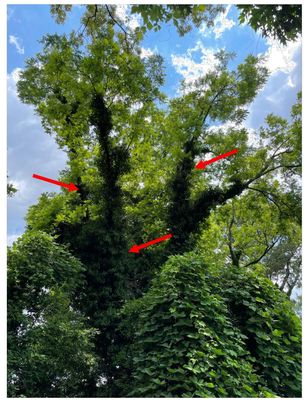
## Methods

Information for the following parameters was recorded for each tree and provided in the following survey.

| Term | Description |
|---|---|
| **Tree No.** | All trees were tagged on the side of the trunk with an aluminum tag, bearing a unique number to identify trees, at about 2 feet. |
| **DBH** | Diameter of trunk in inches, measured at 4.5' feet above average soil level. Measurements were taken using a forestry diameter tape. |
| **Species** | Listed as the North American common name. |
| **Condition** | **Good**.....Tree has excellent vigor and is actively growing without any serious pathogenic problems. Tree exhibits a structural form that is safe and typical of the species.<br>**Fair**.....Tree is in moderate health, but may have a minor pathogenic problem. Some insects and disease could be present. Tree may have minor structural defects, but does not exhibit optimal form for the species in an urban environment. A tree in fair condition may not react favorably to site developments or additional stress.<br>**Poor**.....Tree's vigor is low to moderate. It may also have moderate to severe structural defects or a form that is undesirable for the species. Some trees in poor condition are not recoverable and could degrade into a state of advanced decline leading to death.<br>**Dead**.....Tree is dead.<br>**Invasive**...Trees that are non-indigenous to the Atlanta area, Piedmont region.<br>**Hazardous**Tree with uncorrectable defects severe enough to pose present danger to people or buildings under normal conditions, as determined by a County Arborist or County Forester. |
| **Comments** | Additional information regarding health and condition of the trees. |



Tree #44





Tree #40

Tree #31

| Tag | DBH | Species | Condition | Notes |
|---|---|---|---|---|
| 207 | 8 | Sweetgum | GOOD | |
| 209 | 8 | Tulip Poplar | GOOD | |
| 212 | 22 | Magnolia | GOOD | |
| 212 | 8 | Water Oak | GOOD | |
| 212 | 8 | Water Oak | GOOD | |



SOUTHERN Arbor SOURCE

**3558 Elm Street**

***Tree Assessment***

For:
B+C Studio

By:
Benjamin J Kent, PLA
ISA Certified Arborist #SO-7070A
Tree Risk Assessor Qualified

Southern Arbor Source LLC
PO Box 1354
Oxford, Georgia 30054

June 20, 2021

DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

b+C STUDIO
1320 Ellsworth Industrial Blvd, Suite A1400
Atlanta, Georgia 30318
Tel: 678.590.7991 | www.bcstudio.com

SEAL:

PROJECT NUMBER: 02-MCR HAP

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:

MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | PLANNING COMMISSION | 12.13.22 |

TITLE:

ARBORIST REPORT

SHEET NUMBER:

TCRP 5.0

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# HAPEVILLE

## 3558 ELM STREET HAPEVILLE, GA 30354

A DEVELOPMENT FOR

## MILL CREEK RESIDENTIAL

** ABOVE RENDERING IS FOR ILLUSTRATION PURPOSES ONLY

# PLANNING COMMISSION
# 12/13/2022

## VICINITY MAP

## PROJECT INFORMATION

PROJECT DESCRIPTION:

THE PROJECT INCLUDES 300 FOR-RENT MULTI-FAMILY RESIDENTIAL APARTMENT UNITS ON A 8.41-ACRE PARCEL LOCATED IN HAPEVILLE, GEORGIA. THERE WILL BE THREE RESIDENTIAL BUILDING TYPES, TWO TYPES ARE FOUR STORY BUILDINGS OF WOOD-FRAMED CONSTRUCTION AND ONE TYPE IS 4-STORY WOOD-FRAMED PODIUM STRUCTURE WITH ONE LEVEL OF RETAIL BELOW. RESIDENTIAL AMENITIES INCLUDE A POOL, TWO-STORY CLUBHOUSE AND GREEN SPACE. THE CLUBHOUSE INCLUDES A FITNESS CENTER, CLUBROOM, LEASING, CO-WORK ROOM, GAME ROOM, BALCONY AND DECK OVERLOOKING THE POOL.

THE DRAWINGS FOR THIS PROJECT ARE THE PROPERTY OF DYNAMIK DESIGN. COPIES OF THE DRAWINGS MAY BE USED ONLY BY THE OWNER TO CONSTRUCT AND OCCUPY THIS PROJECT. NEITHER THE DRAWINGS NOR THE DESIGN INDICATED ON THE DRAWINGS MAY BE REPRODUCED NOR USED FOR ANY OTHER PROJECT OR PURPOSE. DYNAMIK DESIGN ACCEPTS RESPONSIBILITY ONLY FOR THOSE DRAWINGS WHICH HAVE AN ORIGINAL SEAL, SIGNATURE, CONSTRUCTION ISSUE DATE AND DATE OF FINAL REVISIONS.

## APPLICABLE CODES

THIS PROJECT SHALL BE IN COMPLIANCE WITH THE FOLLOWING CODES (INCLUDING LOCAL AMENDMENTS):

- 2018 INTERNATIONAL BUILDING CODE
- 2018 INTERNATIONAL MECHANICAL CODE
- 2018 INTERNATIONAL FIRE CODE
- 2015 INTERNATIONAL ENERGY CONSERVATION CODE
- 2019 NFPA 13 INSTALLATION OF SPRINKLER SYSTEMS
- 2020 NFPA 70 NATIONAL ELECTRICAL CODE
- 2016 NFPA 72 NATIONAL FIRE ALARM & SIGNALING CODE
- 2018 NFPA 101 LIFE SAFETY CODE
- 2010 ADA STANDARDS
- 1998 FAIR HOUSING ACT
- ANSI A117.1 - 2003

## TEAM MEMBERS

CLIENT
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PARKWAY NW,
SUITE 2-440
ATLANTA, GA 30327
JESSIKA NELSON
jnelson@mcrtrust.com
PAT CHESSER
678.951.8245
pchesser@mcrtrust.com

ARCHITECT
DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD
BUILDING C, SUITE 250
ATLANTA, GA 30328
D: 678.506.8830
MELISSA SMITH
msmith@dynamikdesign.com

MEP
JORDAN & SKALA ENGINEERS
4275 SHAKLEFORD RD,
NORCROSS, GA 30093
D: 770.447.5547
DAVID DICKSON
ddickson@jordanskala.com

STRUCTURAL
LOU PONTIGO & ASSOCIATES, INC.
4745 SUTTON PARK CT. #204
JACKSONVILLE, FL 32224
D: 904.242.0908
LOU PONTIGO, P.E.
lou@lp-a.com

*LANDSCAPE
B+C STUDIO
1320 ELLSWORTH INDUSTRIAL
BLVD, SUITE A-1400
ATLANTA, GA 30318
D: 678-990-7691
ERIK SAUNDERS
ESAUNDERS@BCSTUDIO.COM

INTERIORS
DYNAMIK DESIGN INTERIORS
5901 PEACHTREE DUNWOODY RD
BUILDING C, SUITE 250
D: 678.506.8830
LINDSAY SHOCKEY
lshockey@dynamikinteriors.com

*CIVIL
KIMLEY HORN
817 WEST PEACHTREE STREET
NW, SUITE 601
ATLANTA, GA 30308
D: 404-201-6129
CONNOR GALLOWAY
connor.galloway@kimley-horn.com

*INDICATES CONSULTANT IS NOT UNDER A CONTRACT WITH DYNAMIK DESIGN

## SHEET INDEX


| | |
|---|---|
| CS-01 | COVER SHEET |
| SP-01 | ARCHITECTURAL SITE PLAN |
| A1-01 | BLDG TYPE A - LEVEL 01 |
| A1-02 | BLDG TYPE A - LEVELS 02-04 |
| A1-03 | BLDG TYPE B - LEVEL 01 |
| A1-04 | BLDG TYPE B - LEVELS 02-04 |
| A1-05 | BLDG TYPE C - LEVEL 01 |
| A1-06 | BLDG TYPE C - LEVELS 02-05 |
| A1-07 | CLUBHOUSE - LEVELS 01-02 |
| A1-09 | TRASH ENCLOSURE |
| A4-01 | BLDG TYPE A - ELEVATIONS |
| A4-02 | BLDG TYPE B - ELEVATIONS |
| A4-03 | BLDG TYPE C - ELEVATIONS |
| A4-03A | BLDG TYPE C - ELEVATIONS |
| A4-04 | CLUBHOUSE - ELEVATIONS |


DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:

MILL CREEK
PEOPLE · PLACES · RELATIONSHIPS
3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | SCHEMATIC DESIGN | 07/30/2021 |
| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:

COVER SHEET

SHEET NUMBER:

CS-01

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| BLDG TYPE A: 4000 | CONSTRUCTION TYPE(S): | VA |
|---|---|---|
| STORIES: 04 | BASEMENT: NO | |
| USE GROUP(S): R-2 | GROSS AREA: | 46,044 SF |
| SPRINKLERS: NFPA 13 R | TOTAL UNITS: | 36 |

| BLDG TYPE B: 3000 | CONSTRUCTION TYPE(S): | VA |
|---|---|---|
| STORIES: 04 | BASEMENT: NO | |
| USE GROUP(S): R-2 | GROSS AREA: | 46,723 SF |
| SPRINKLERS: NFPA 13 R | TOTAL UNITS: | 40 |

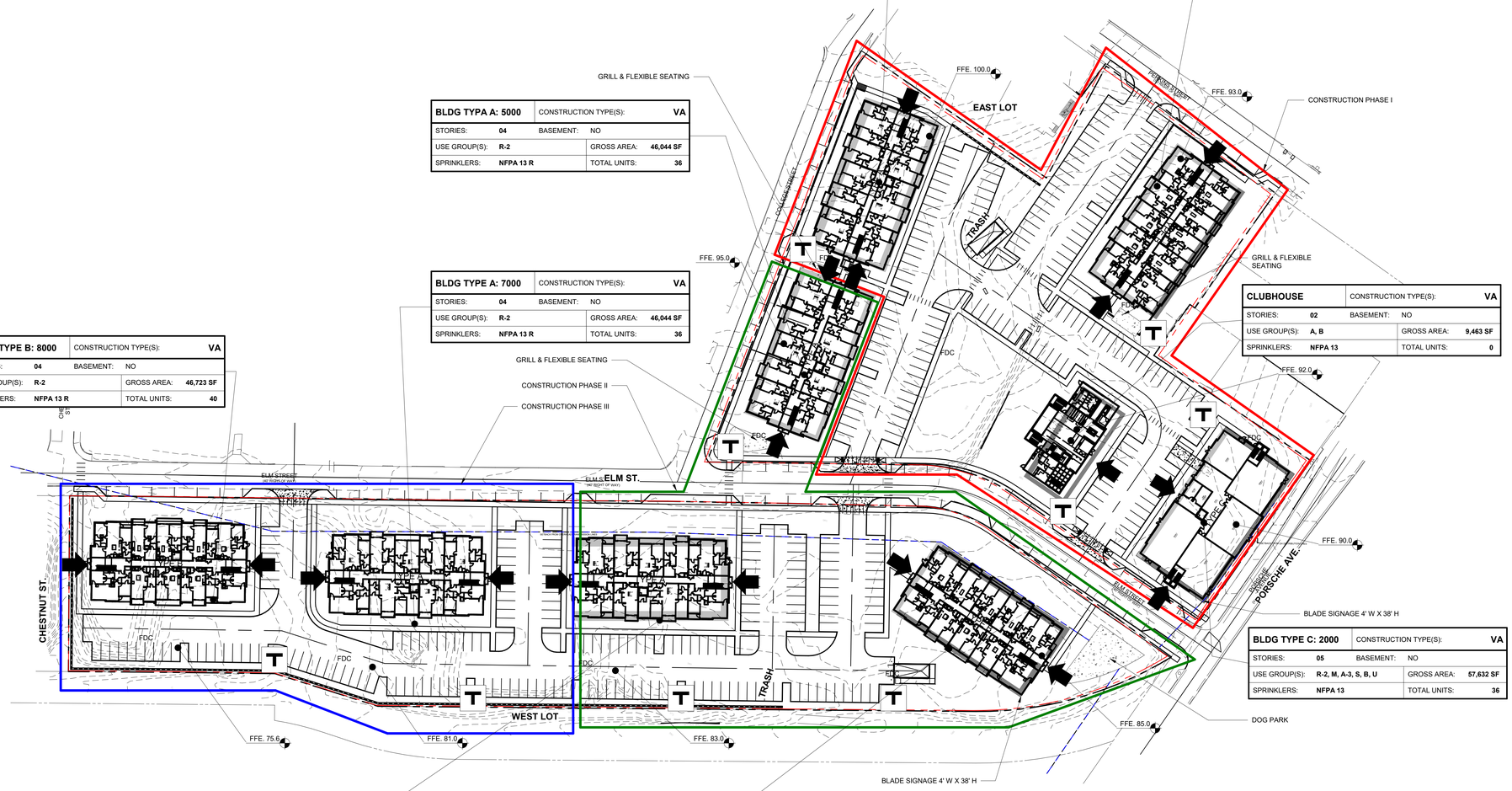
| BLDG TYPA A: 5000 | CONSTRUCTION TYPE(S): | VA |
|---|---|---|
| STORIES: 04 | BASEMENT: NO | |
| USE GROUP(S): R-2 | GROSS AREA: | 46,044 SF |
| SPRINKLERS: NFPA 13 R | TOTAL UNITS: | 36 |

| BLDG TYPE A: 7000 | CONSTRUCTION TYPE(S): | VA |
|---|---|---|
| STORIES: 04 | BASEMENT: NO | |
| USE GROUP(S): R-2 | GROSS AREA: | 46,044 SF |
| SPRINKLERS: NFPA 13 R | TOTAL UNITS: | 36 |

| BLDG TYPE B: 8000 | CONSTRUCTION TYPE(S): | VA |
|---|---|---|
| STORIES: 04 | BASEMENT: NO | |
| USE GROUP(S): R-2 | GROSS AREA: | 46,723 SF |
| SPRINKLERS: NFPA 13 R | TOTAL UNITS: | 40 |

| CLUBHOUSE | CONSTRUCTION TYPE(S): | VA |
|---|---|---|
| STORIES: 02 | BASEMENT: NO | |
| USE GROUP(S): A, B | GROSS AREA: | 9,463 SF |
| SPRINKLERS: NFPA 13 | TOTAL UNITS: | 0 |

| BLDG TYPE C: 2000 | CONSTRUCTION TYPE(S): | VA |
|---|---|---|
| STORIES: 05 | BASEMENT: NO | |
| USE GROUP(S): R-2, M, A-3, S, B, U | GROSS AREA: | 57,632 SF |
| SPRINKLERS: NFPA 13 | TOTAL UNITS: | 36 |




| BLDG TYPE A: 6000 | CONSTRUCTION TYPE(S): | VA |
|---|---|---|
| STORIES: 04 | BASEMENT: NO | |
| USE GROUP(S): R-2 | GROSS AREA: | 46,044 SF |
| SPRINKLERS: NFPA 13 R | TOTAL UNITS: | 36 |

| BLDG TYPE B: 1000 | CONSTRUCTION TYPE(S): | VA |
|---|---|---|
| STORIES: 04 | BASEMENT: NO | |
| USE GROUP(S): R-2 | GROSS AREA: | 46,723 SF |
| SPRINKLERS: NFPA 13 R | TOTAL UNITS: | 40 |

MCR 2021-01 HAPEVILLE MULTIFAMILY UNIT RENTABLE AREA MATRIX

| UNIT | BUILDING 1000 (TYPE B) | | | | BUILDING 2000 (TYPE C) | | | | BUILDING 3000 (TYPE B) | | | | BUILDING 4000 (TYPE A) | | | | BUIDING 5000 (TYPE A) | | | | BUIDING 6000 (TYPE A) | | | | BUIDING 7000 (TYPE A) | | | | BUIDING 8000 (TYPE B) | | | | QTY | HEATED AREA | | B&LC | GROSS AREA | | MIX PERCENTAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L1 | L2 | L3 | L4 | L1 | L2 | L3 | L4 | L1 | L2 | L3 | L4 | L1 | L2 | L3 | L4 | L1 | L2 | L3 | L4 | L1 | L2 | L3 | L4 | L1 | L2 | L3 | L4 | L1 | L2 | L3 | L4 | | HEATED | TOTAL HEATED | | GROSS | TOTAL GROSS | GOAL | ACTUAL |
| **1 BED UNITS** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A1 (1BR, 1BA) INBOARD | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 32 | 771 SF | 9,252 SF | 128 | 899 SF | 10,788 SF | 4.00% | 4.00% |
| A2 (1 BR,1BA) INBOARD | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 44 | 786 SF | 34,571 SF | 85 | 916 SF | 37,532 SF | 15.00% | 14.67% |
| A3 (1BR,1BA) INBOARD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 32 | 768 SF | 24,576 SF | 128 | 896 SF | 28,672 SF | 10.00% | 10.67% |
| **SUBTOTAL** | **4** | **4** | **4** | **4** | **2** | **2** | **2** | **2** | **4** | **4** | **4** | **4** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **4** | **4** | **4** | **4** | **108** | **2,325 SF** | **68,400 SF** | | | **76,992 SF** | **29.00%** | **29.33%** |
| **1 BED WITH DEN UNIT** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A15 (1BR-1BA, Den) INBOARD | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 64 | 854 SF | 54,656 SF | 93 | 929 SF | 58,816 SF | 21.00% | 21.33% |
| **SUBTOTAL** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **64** | **854 AVG** | **54,656 SF** | | | **58,816 SF** | **21.00%** | **21.33%** |
| **2 BED UNITS** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B1 (1BR 2BA) CORNER | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 64 | 1,111 SF | 71,104 SF | 81 | 1,172 SF | 75,008 SF | 21.00% | 21.33% |
| **SUBTOTAL** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **64** | **1,111 AVG** | **71,104 SF** | | | **75,008 SF** | **21.00%** | **21.33%** |
| **2 BED WITH DEN UNIT** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D11 (2BR,2BA,Den) CORNER | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 64 | 1,211 SF | 78,144 SF | 90 | 1,281 SF | 81,984 SF | 21.00% | 21.33% |
| **SUBTOTAL** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **64** | **1,211 AVG** | **78,144 SF** | | | **81,984 SF** | **21.00%** | **21.33%** |
| **3 BED UNITS** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 (3BR,2BA) INBOARD | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 32 | 1,487 SF | 29,740 SF | 69 | 1,556 SF | 31,120 SF | 7.00% | 6.67% |
| **SUBTOTAL** | **0** | **0** | **0** | **0** | **1** | **1** | **1** | **1** | **0** | **0** | **0** | **0** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **0** | **0** | **0** | **0** | **32** | **1,487 AVG** | **29,740 SF** | | | **31,120 SF** | **7.00%** | **6.67%** |
| **TOTALS PER FLOOR** | **10** | **10** | **10** | **10** | **9** | **9** | **9** | **9** | **10** | **10** | **10** | **10** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **9** | **10** | **10** | **10** | **10** | **300** | **1,007 AVG** | **302,144 SF** | | | **315,920 SF** | **0%** | **100%** |
| **TOTALS PER BLDG** | | | | **40** | | | | **36** | | | | **40** | | | | **36** | | | | **36** | | | | **36** | | | | **40** | | | | **40** | | | | | | | | | |
| **TOTALS** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | HEATED | 1,007 AVG | | GROSS | 1,000 AVG | | | |

## SITE LEGEND

- PROPERTY LINE
- BUILDING SETBACK
- 394'-0" FINISHED FLOOR OR GRADE ELEVATION
- PROPOSED TRANSFORMER
- BUILDING ENTRANCE

## SITE DATA

1. **ADDRESS** — 3558 ELM STREET, HAPEVILLE, GA 30354
2. **SITE AREA** — ~ 8.31 ACRES (361,938 SF)
3. **ZONING**
   - EXISTING ZONING: RMU
   - PROPOSED ZONING :
   - ZONING JURISDICTION: CITY OF HAPEVILLE
4. **DENSITY SUMMARY**
   - TOTAL MULTI-FAMILY UNITS: 300 UNITS
   - SITE DENSITY PROVIDED: 36.10 UNITS/ACRE
5. **PARKING SUMMARY**

| PARKING USE | PARKING REQUIRED (RATIO) | PARKING PROVIDED |
|---|---|---|
| MULTIFAMILY | 300 SPACES (1/UNIT) | 392 SPACES (1.31/UNIT) |
| TOTAL | 300 SPACES | 392 SPACES |

PARKING TYPE SUMMARY

| | |
|---|---|
| ON STREET: | |
| STANDARD | 62 SPACES |
| SURFACE: | |
| STANDARD | 322 SPACES |
| STANDARD HC | 8 SPACES |
| SUB-TOTAL | 330 SPACES |
| TOTAL: | 392 SPACES |

INDICATES LOCATIONS WHERE RESILENT CHANNELS ARE ADDED TO WALL PARTITION ASSEMBLY TO ACHIEVE REQ SITE STC

INDICATES LOCATIONS WHERE AND ADDITIONAL LAYER OF GYPSUM IS ADDED TO WALL PARTITION ASSEMBLY TO ACHIEVE REQ SITE STC

## BUILDING DATA

### GROSS FLOOR AREA

| | |
|---|---|
| BUILDING 1000 | |
| LEVEL 01 | 11,681 SF |
| LEVEL 02 | 11,681 SF |
| LEVEL 03 | 11,681 SF |
| LEVEL 04 | 11,681 SF |
| | 46,723 SF |
| BUILDING 2000 | |
| LEVEL 01 | 11,544 SF |
| LEVEL 02 BLDG C | 11,522 SF |
| LEVEL 03 BLDG C | 11,522 SF |
| LEVEL 04 BLDG C | 11,522 SF |
| LEVEL 05 BLDG C | 11,522 SF |
| | 57,632 SF |
| BUILDING 3000 | |
| LEVEL 01 | 11,681 SF |
| LEVEL 02 | 11,681 SF |
| LEVEL 03 | 11,681 SF |
| LEVEL 04 | 11,681 SF |
| | 46,723 SF |
| BUILDING 4000 | |
| LEVEL 01 | 11,511 SF |
| LEVEL 02 | 11,511 SF |
| LEVEL 03 | 11,511 SF |
| LEVEL 04 | 11,511 SF |
| | 46,044 SF |
| BUILDING 5000 | |
| LEVEL 01 | 11,511 SF |
| LEVEL 02 | 11,511 SF |
| LEVEL 03 | 11,511 SF |
| LEVEL 04 | 11,511 SF |
| | 46,044 SF |
| BUILDING 6000 | |
| LEVEL 01 | 11,511 SF |
| LEVEL 02 | 11,511 SF |
| LEVEL 03 | 11,511 SF |
| LEVEL 04 | 11,511 SF |
| | 46,044 SF |
| BUILDING 7000 | |
| LEVEL 01 | 11,511 SF |
| LEVEL 02 | 11,511 SF |
| LEVEL 03 | 11,511 SF |
| LEVEL 04 | 11,511 SF |
| | 46,044 SF |
| BUILDING 8000 | |
| LEVEL 01 | 11,681 SF |
| LEVEL 02 | 11,681 SF |
| LEVEL 03 | 11,681 SF |
| LEVEL 04 | 11,681 SF |
| | 46,723 SF |
| CLUBHOUSE | |
| LEVEL 01 | 4,516 SF |
| LEVEL 02 | 4,947 SF |
| | 9,463 SF |
| TRASH ENCLOSURE | |
| LEVEL 01 | 492 SF |
| | 492 SF |
| TOTAL GFA | 391,933 SF |

1 ARCHITECTURAL SITE PLAN
NOT TO SCALE

DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

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CLIENT:
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| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | SCHEMATIC DESIGN | 07/30/2021 |
| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:
ARCHITECTURAL SITE PLAN

SHEET NUMBER:
SP-01

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1 LEVEL 01
SCALE: 1/8" = 1'-0"

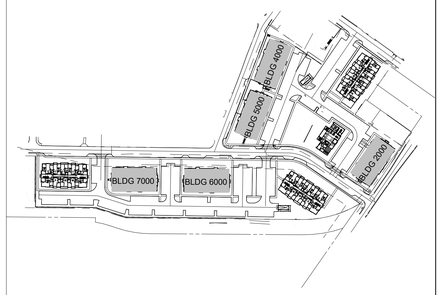
## GENERAL NOTES

1. REFER TO A3 SERIES FOR ENLARGED RESIDENTIAL UNIT PLANS, INTERIOR DOOR TYPES AND LOCATIONS, RESIDENTIAL UNIT RCPs, FINISH FLOOR PLAN, AND FHA PLAN.
2. REFER TO SHEET CD SERIES FOR WALL AND FLOOR/CEILING ASSEMBLY TYPES AND ADDITIONAL INFORMATION.
3. REFER TO A8 SERIES FOR DOOR SCHEDULES, LEGENDS, AND DETAILS.
4. ALL SLOPES TO BE 1/4" U.O.N.
5. REFER TO INTERIOR DRAWINGS FOR AMENITY LIGHTING AND FINISH SPECIFICATIONS.
6. REFER TO A5 SERIES BUILDING AND WALL SECTIONS FOR BREEZEWAY FINISHES.
7. CONTROL JOINTS IN BREEZEWAY CEILINGS TO BE 30'-0" O.C. MAX. PROVIDE JOINTS BEGINNING AT INTERSECTIONS UNLESS NOTED OTHERWISE.
8. DOOR LOCATIONS NOT DIMENSIONED SHALL BE LOCATED AT MIDPOINT OF WALL OR 4" CLEAR FROM ADJACENT WALL CORNER TO HINGE SIDE, TYPICAL.
9. FOR HOSE BIB AND FDC INFO SEE PLUMBING DOCUMENTS AND CIVIL FOR SITE LOCATIONS.

## LEGEND

| | |
|---|---|
| | CMU WALL |
| | CAST-IN-PLACE CONCRETE WALL |
| 2104 | ROOM NUMBER |
| A1-HC | RESIDENTIAL UNIT TYPE |
| A3-01 | LOCATION OF ENLARGED UNIT PLANS, RCP, AND INTERIOR ELEVATION REFERENCES |
| 2WD46 | WALL PARTITION |
| XXX | DOOR CALLOUT |
| W01 | WINDOW TYPE CALLOUT |
| ST-XX | STOREFRONT TYPE CALLOUT |
| F.E.C. | FIRE EXTINGUISHER CABINET - SURFACE-MOUNT |
| F.E.C. | FIRE EXTINGUISHER CABINET - SEMI-RECESSED |
| F.E.C. | FIRE EXTINGUISHER CABINET - RECESSED |

## KEY PLAN




DYNAMIK DESIGN
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BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
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CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:

MILL CREEK
PEOPLE • PLACES • RELATIONSHIPS
3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | SCHEMATIC DESIGN | 07/30/2021 |
| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:

BLDG TYPE A - LEVEL 01

SHEET NUMBER:

A1-01

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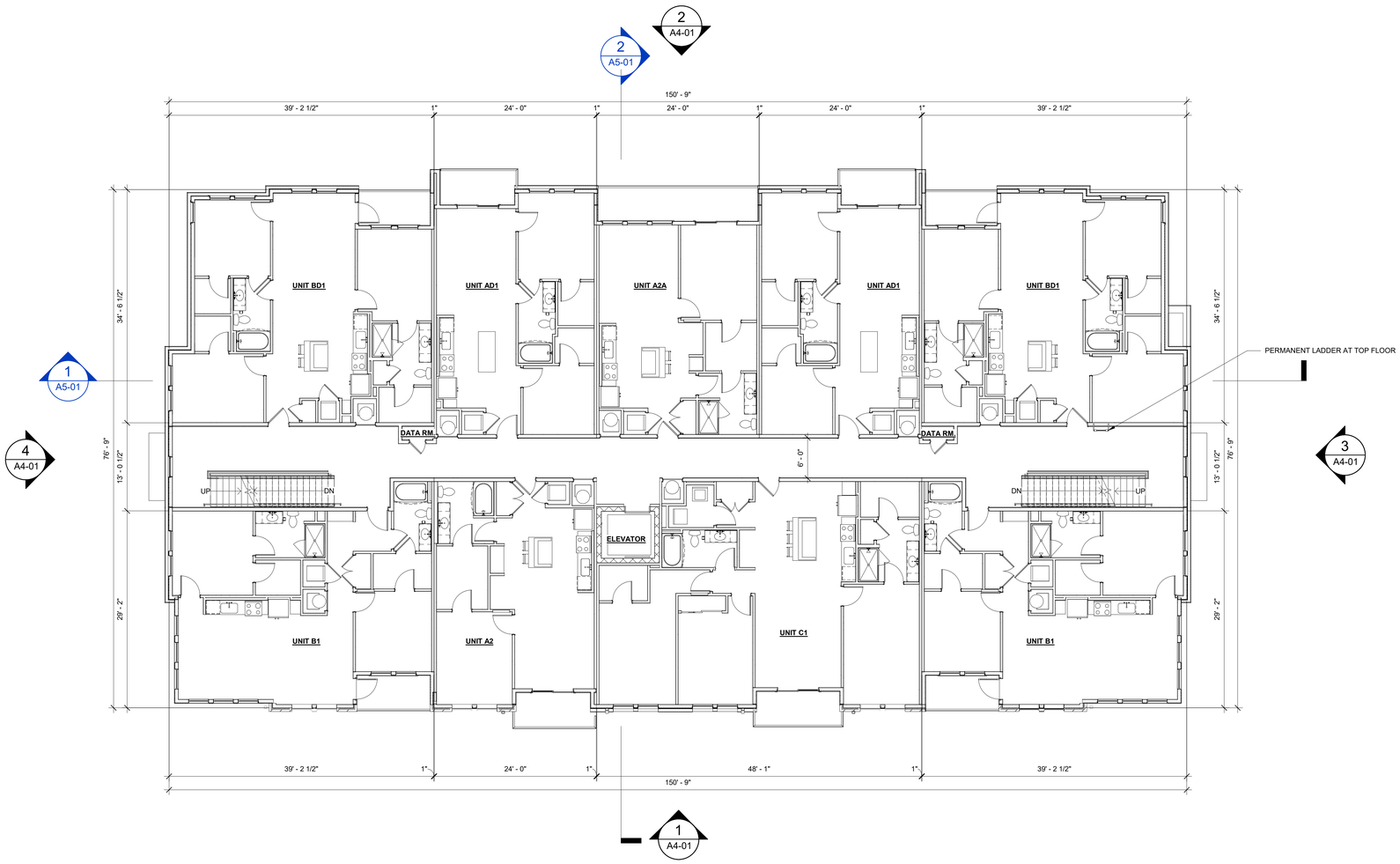


1 LEVELS 02-04

SCALE: 1/8" = 1'-0"

## GENERAL NOTES

1. REFER TO A3 SERIES FOR ENLARGED RESIDENTIAL UNIT PLANS, INTERIOR DOOR TYPES AND LOCATIONS, RESIDENTIAL UNIT RCPs, FINISH FLOOR PLAN, AND FHA PLAN.
2. REFER TO SHEET CD SERIES FOR WALL AND FLOOR/CEILING ASSEMBLY TYPES AND ADDITIONAL INFORMATION.
3. REFER TO A8 SERIES FOR DOOR SCHEDULES, LEGENDS, AND DETAILS.
4. ALL SLOPES TO BE 1/4" U.O.N.
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## LEGEND

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| | CMU WALL |
| | CAST-IN-PLACE CONCRETE WALL |
| 2104 | ROOM NUMBER |
| A1-HC | RESIDENTIAL UNIT TYPE |
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| 2WD46 | WALL PARTITION |
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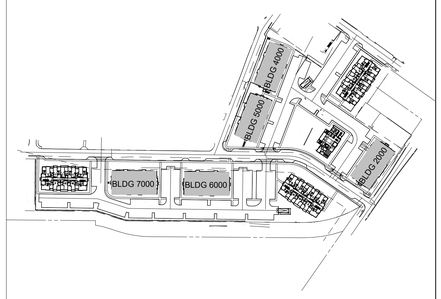
| F.E.C. | FIRE EXTINGUISHER CABINET - RECESSED |

## KEY PLAN

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PROJECT NUMBER: MCR 2021-01

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| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | SCHEMATIC DESIGN | 07/30/2021 |
| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:

BLDG TYPE A - LEVELS 02-04

SHEET NUMBER:

A1-02

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1 LEVEL 01
SCALE: 1/8" = 1'-0"

## GENERAL NOTES

1. REFER TO A3 SERIES FOR ENLARGED RESIDENTIAL UNIT PLANS, INTERIOR DOOR TYPES AND LOCATIONS, RESIDENTIAL UNIT RCPs, FINISH FLOOR PLAN, AND FHA PLAN.
2. REFER TO SHEET CD SERIES FOR WALL AND FLOOR/CEILING ASSEMBLY TYPES AND ADDITIONAL INFORMATION.
3. REFER TO A8 SERIES FOR DOOR SCHEDULES, LEGENDS, AND DETAILS.
4. ALL SLOPES TO BE 1/4" U.O.N.
5. REFER TO INTERIOR DRAWINGS FOR AMENITY LIGHTING AND FINISH SPECIFICATIONS.
6. REFER TO A5 SERIES BUILDING AND WALL SECTIONS FOR BREEZEWAY FINISHES.
7. CONTROL JOINTS IN BREEZEWAY CEILINGS TO BE 30'-0" O.C. MAX. PROVIDE JOINTS BEGINNING AT INTERSECTIONS UNLESS NOTED OTHERWISE.
8. DOOR LOCATIONS NOT DIMENSIONED SHALL BE LOCATED AT MIDPOINT OF WALL OR 4" CLEAR FROM ADJACENT WALL CORNER TO HINGE SIDE, TYPICAL.
9. FOR HOSE BIB AND FDC INFO SEE PLUMBING DOCUMENTS AND CIVIL FOR SITE LOCATIONS.

## LEGEND

| | |
|---|---|
| | CMU WALL |
| | CAST-IN-PLACE CONCRETE WALL |
| 2104 | ROOM NUMBER |
| A1-HC | RESIDENTIAL UNIT TYPE |
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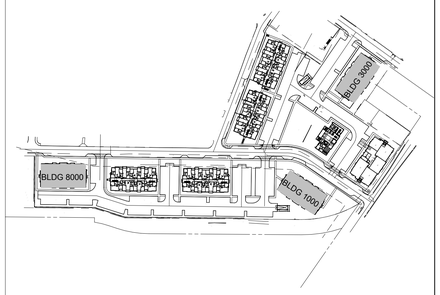
| F.E.C. | FIRE EXTINGUISHER CABINET - RECESSED |

## KEY PLAN

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5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:

MILL CREEK
PEOPLE · PLACES · RELATIONSHIPS

3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | SCHEMATIC DESIGN | 07/30/2021 |
| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:

BLDG TYPE B - LEVEL 01

SHEET NUMBER:

A1-03

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1 LEVELS 02-04

SCALE: 1/8" = 1'-0"

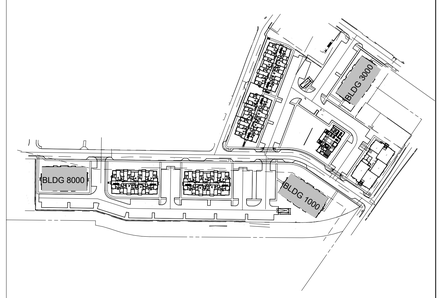
## GENERAL NOTES

1. REFER TO A3 SERIES FOR ENLARGED RESIDENTIAL UNIT PLANS, INTERIOR DOOR TYPES AND LOCATIONS, RESIDENTIAL UNIT RCPs, FINISH FLOOR PLAN, AND FHA PLAN.
2. REFER TO SHEET CD SERIES FOR WALL AND FLOOR/CEILING ASSEMBLY TYPES AND ADDITIONAL INFORMATION.
3. REFER TO A8 SERIES FOR DOOR SCHEDULES, LEGENDS, AND DETAILS.
4. ALL SLOPES TO BE 1/4" U.O.N.
5. REFER TO INTERIOR DRAWINGS FOR AMENITY LIGHTING AND FINISH SPECIFICATIONS.
6. REFER TO A5 SERIES BUILDING AND WALL SECTIONS FOR BREEZEWAY FINISHES.
7. CONTROL JOINTS IN BREEZEWAY CEILINGS TO BE 30'-0" O.C. MAX. PROVIDE JOINTS BEGINNING AT INTERSECTIONS UNLESS NOTED OTHERWISE.
8. DOOR LOCATIONS NOT DIMENSIONED SHALL BE LOCATED AT MIDPOINT OF WALL OR 4" CLEAR FROM ADJACENT WALL CORNER TO HINGE SIDE, TYPICAL.
9. FOR HOSE BIB AND FDC INFO SEE PLUMBING DOCUMENTS AND CIVIL FOR SITE LOCATIONS.

## LEGEND

| | |
|---|---|
| | CMU WALL |
| | CAST-IN-PLACE CONCRETE WALL |
| 2104 | ROOM NUMBER |
| A1-HC | RESIDENTIAL UNIT TYPE |
| A3-01 | LOCATION OF ENLARGED UNIT PLANS, RCP, AND INTERIOR ELEVATION REFERENCES |
| 2WD46 | WALL PARTITION |
| XXX | DOOR CALLOUT |
| W01 | WINDOW TYPE CALLOUT |
| ST-XX | STOREFRONT TYPE CALLOUT |
| F.E.C. | FIRE EXTINGUISHER CABINET - SURFACE-MOUNT |
| F.E.C. | FIRE EXTINGUISHER CABINET - SEMI-RECESSED |
| F.E.C. | FIRE EXTINGUISHER CABINET - RECESSED |

## KEY PLAN

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5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:

MILL CREEK
PEOPLE · PLACES · RELATIONSHIPS
3715 NORTHSIDE PARKWAY NW
SUITE 2-440
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TITLE:

BLDG TYPE B - LEVELS 02-04

SHEET NUMBER:

A1-04

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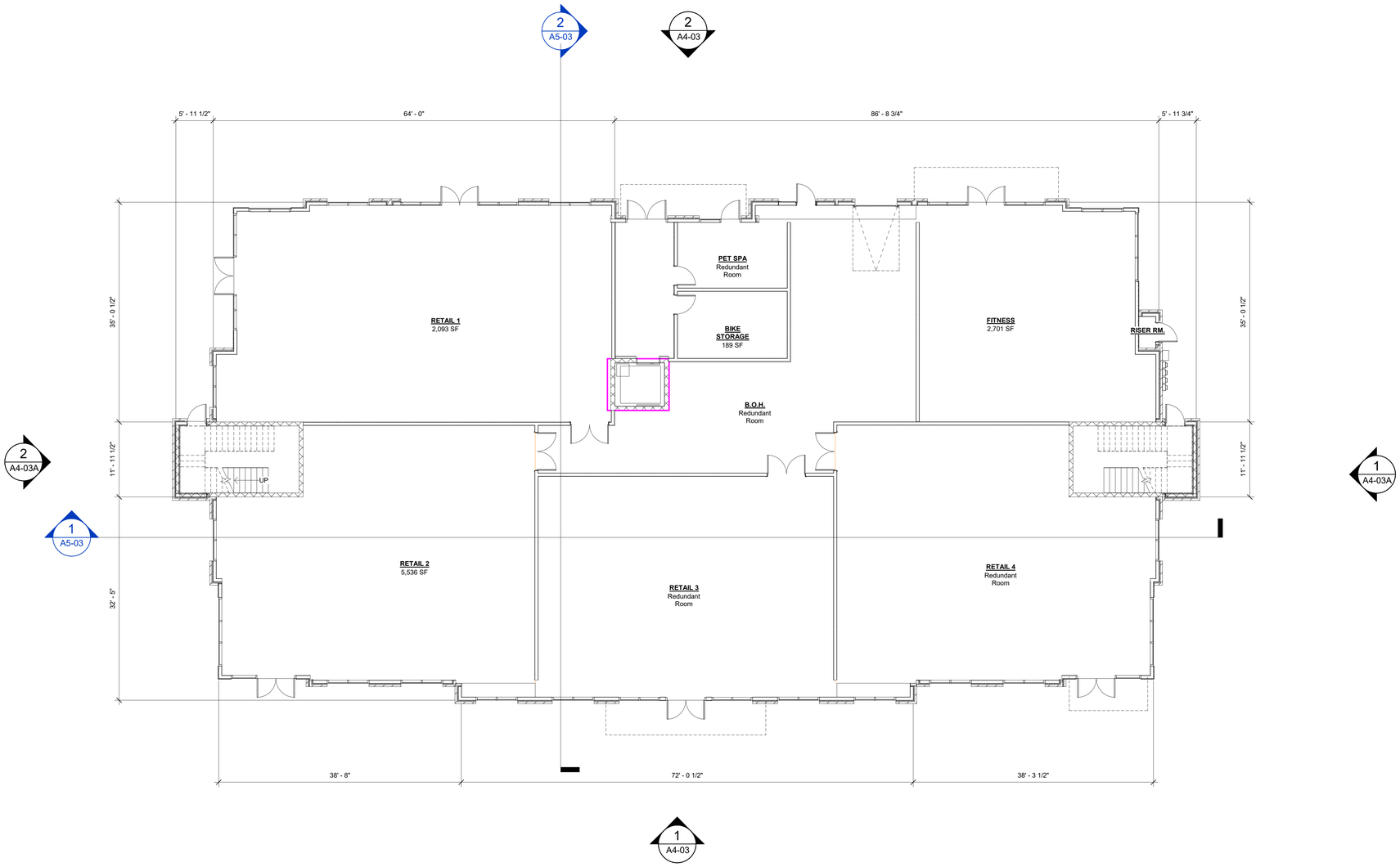


1 LEVEL 01
SCALE: 1/8" = 1'-0"

## GENERAL NOTES

1. REFER TO A3 SERIES FOR ENLARGED RESIDENTIAL UNIT PLANS, INTERIOR DOOR TYPES AND LOCATIONS, RESIDENTIAL UNIT RCPs, FINISH FLOOR PLAN, AND FHA PLAN.
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## LEGEND

| | |
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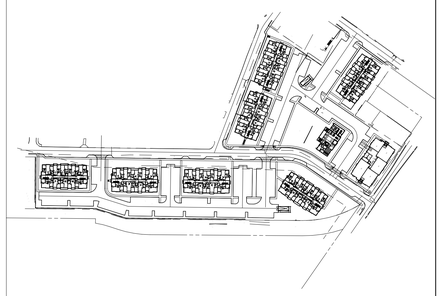
| F.E.C. | FIRE EXTINGUISHER CABINET - RECESSED |

## KEY PLAN



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5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
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MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

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MILL CREEK
PEOPLE · PLACES · RELATIONSHIPS
3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
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| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:

BUILDING TYPE C - LEVEL 01

SHEET NUMBER:

A1-05

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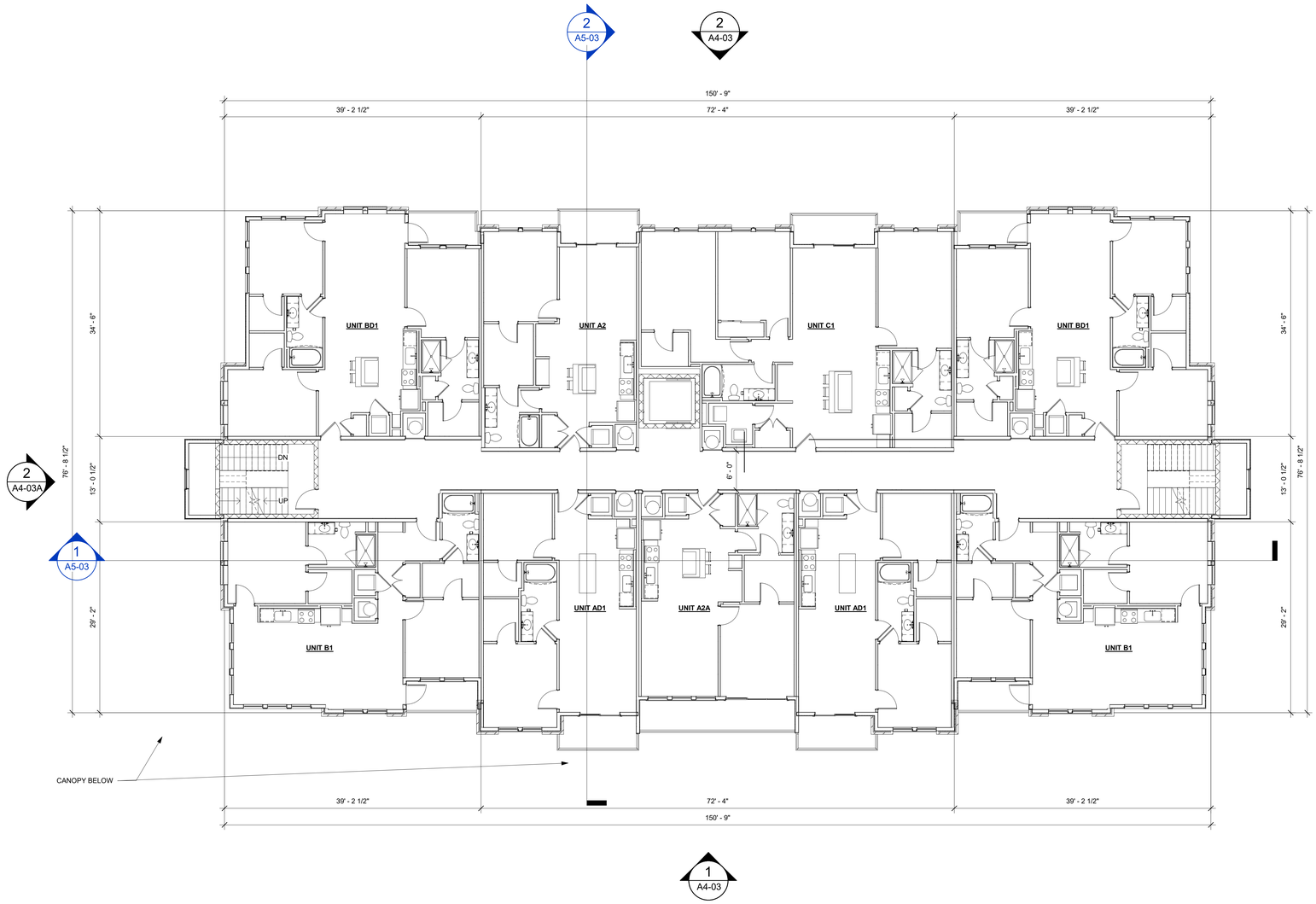


1 LEVELS 02-05

SCALE: 1/8" = 1'-0"

## GENERAL NOTES

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## LEGEND

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|---|---|
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| 2104 | ROOM NUMBER |
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| A3-01 | LOCATION OF ENLARGED UNIT PLANS, RCP, AND INTERIOR ELEVATION REFERENCES |
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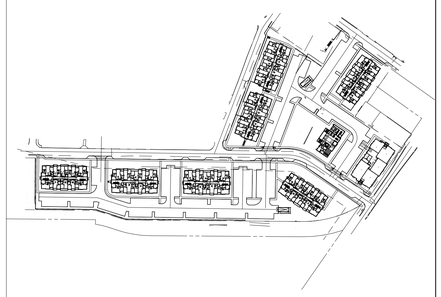
| F.E.C. | FIRE EXTINGUISHER CABINET - SEMI-RECESSED |
| F.E.C. | FIRE EXTINGUISHER CABINET - RECESSED |

## KEY PLAN



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5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:

MILL CREEK
PEOPLE · PLACES · RELATIONSHIPS

3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
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| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:

BLDG TYPE C - LEVELS 02-05

SHEET NUMBER:

A1-06

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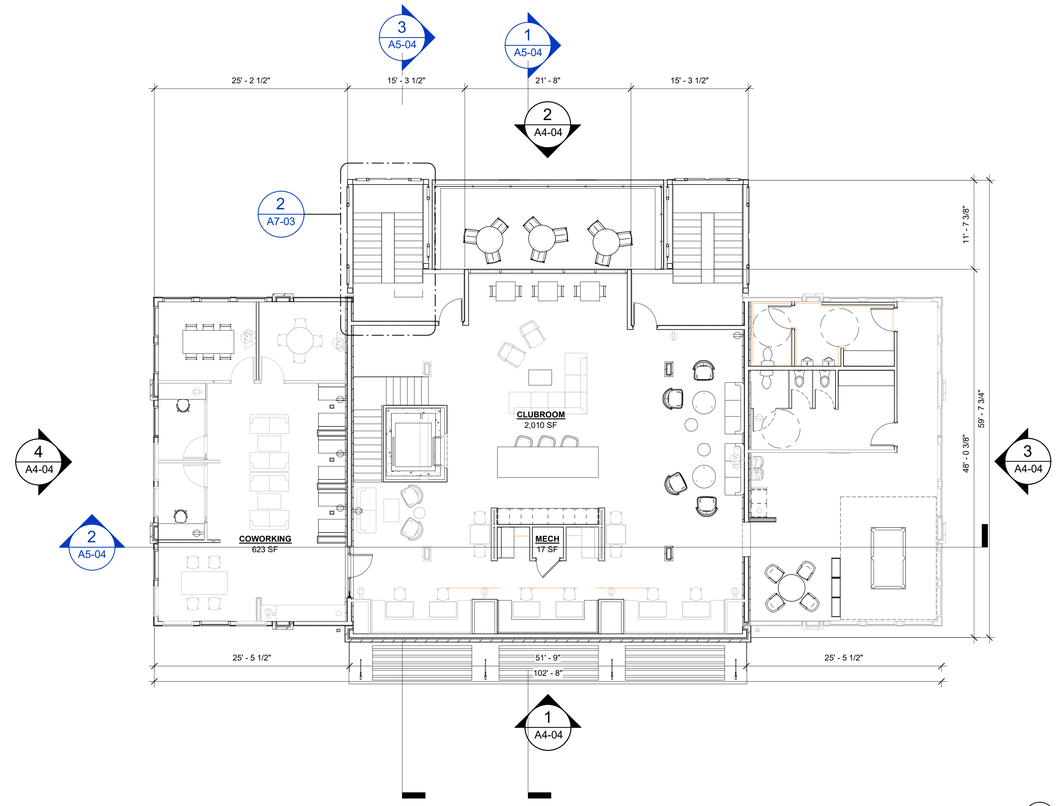
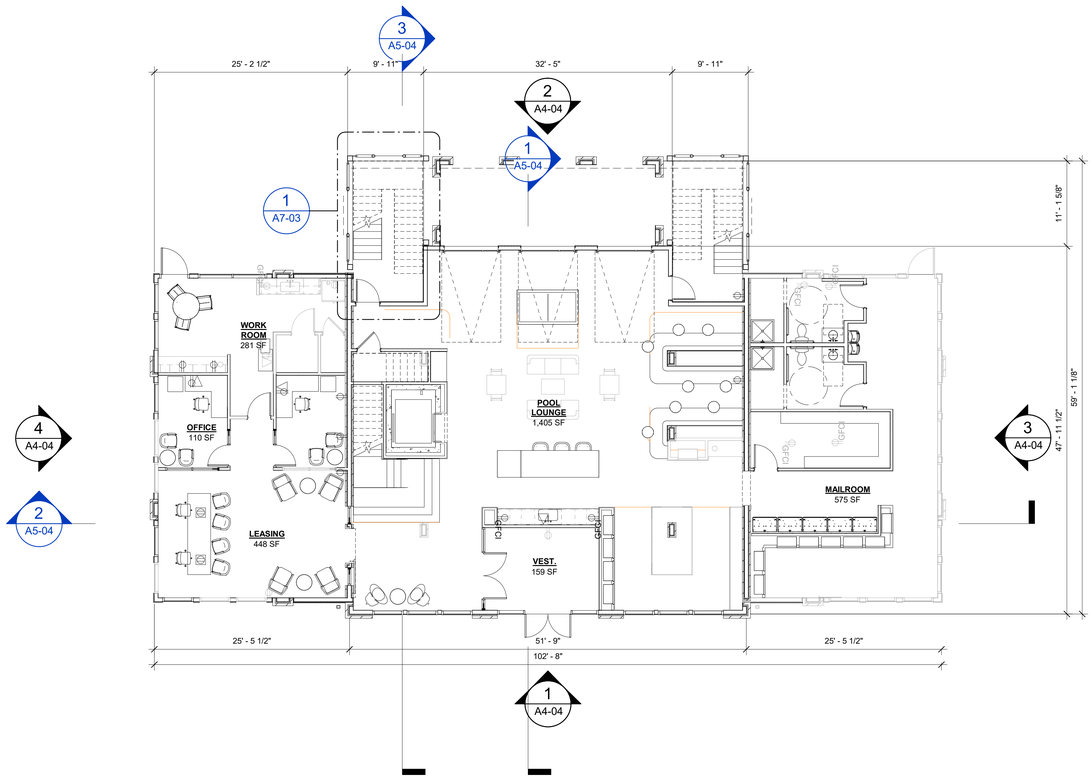



2 CLUBHOUSE - LEVEL 02

SCALE: 1/8" = 1'-0"




1 CLUBHOUSE - LEVEL 01

SCALE: 1/8" = 1'-0"

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## LEGEND

| | |
|---|---|
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| | CAST-IN-PLACE CONCRETE WALL |
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| XXX | DOOR CALLOUT |
| W01 | WINDOW TYPE CALLOUT |
| ST-XX | STOREFRONT TYPE CALLOUT |
| F.E.C. | FIRE EXTINGUISHER CABINET - SURFACE-MOUNT |
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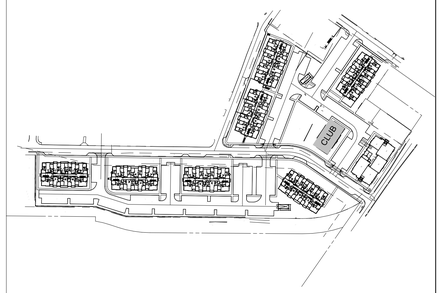
| F.E.C. | FIRE EXTINGUISHER CABINET - RECESSED |

## KEY PLAN

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5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:

MILL CREEK
PEOPLE · PLACES · RELATIONSHIPS
3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
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| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:

CLUBHOUSE - LEVELS 01-02

SHEET NUMBER:

A1-07

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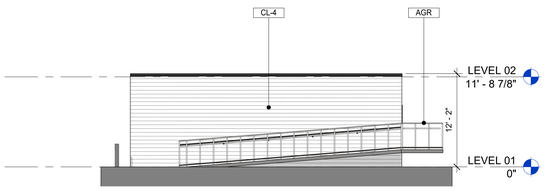
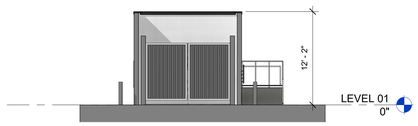
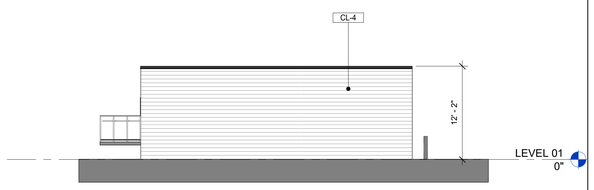
3 TRASH ENCLOSURE - REAR ELEVATION
SCALE: 1/8" = 1'-0"



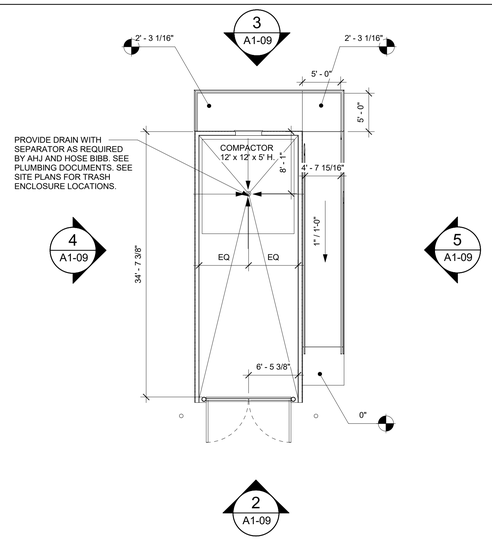

5 TRASH ENCLOSURE - RIGHT ELEVATION
SCALE: 1/8" = 1'-0"




2 TRASH ENCLOSURE - FRONT ELEVATION
SCALE: 1/8" = 1'-0"




4 TRASH ENCLOSURE - LEFT ELEVATION
SCALE: 1/8" = 1'-0"




1 TRASH ENCLOSURE - LEVEL 01
SCALE: 1/8" = 1'-0"

## GENERAL NOTES

1. REFER TO A3 SERIES FOR ENLARGED RESIDENTIAL UNIT PLANS, INTERIOR DOOR TYPES AND LOCATIONS, RESIDENTIAL UNIT RCPs, FINISH FLOOR PLAN, AND FHA PLAN.
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## LEGEND

| | |
|---|---|
| | CMU WALL |
| | CAST-IN-PLACE CONCRETE WALL |
| 2104 | ROOM NUMBER |
| A1-HC | RESIDENTIAL UNIT TYPE |
| A3-01 | LOCATION OF ENLARGED UNIT PLANS, RCP, AND INTERIOR ELEVATION REFERENCES |
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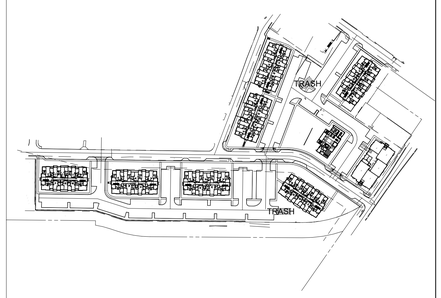
## KEY PLAN




DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
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CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:

MILLCREEK
PEOPLE · PLACES · RELATIONSHIPS

3715 NORTHSIDE PARKWAY NW
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ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
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| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:

TRASH ENCLOSURE

SHEET NUMBER:

A1-09

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4 LEFT ELEVATION
SCALE: 1/8" = 1'-0"

3 RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

2 REAR ELEVATION
SCALE: 1/8" = 1'-0"

1 FRONT ELEVATION
SCALE: 1/8" = 1'-0"

## LEGEND

| TAG | DESCRIPTION | COLOR | MANUFACTURER |
|---|---|---|---|
| BR-1 | BRICK VENEER | RED | TBD |
| BR-2 | BRICK VENEER | GREY | TBD |
| CL-1 | FIBER CEMENT LAP SIDING | MIDNIGHT GREY | WOODTONE |
| CL-2 | FIBER CEMENT LAP SIDING | MOUNTAIN CEDAR | WOODTONE |
| CP-1 | FIBER CEMENT PANEL | ALL WHITE | WOODTONE |
| CP-2 | FIBER CEMENT PANEL | MIDNIGHT GREY | WOODTONE |
| CP-3 | FIBER CEMENT PANEL | BROWN | WOODTONE |
| MP-1 | CORRUGATED WALL PANEL | ZINC METALLIC | MBCI |
| MR-1 | 42" STEEL PICKET RAILING | BLACK | TBD |
| SF-1 | STOREFRONT | BLACK | TBD |
| AGR | ALUMINUM RAILING | BLACK | TBD |

KEY PLAN

DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
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ATLANTA, GA 30328
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|---|---|---|
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| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:

BLDG TYPE A - ELEVATIONS

SHEET NUMBER:

A4-01

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4 LEFT ELEVATION
SCALE: 1/8" = 1'-0"

3 RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

2 REAR ELEVATION
SCALE: 1/8" = 1'-0"

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SCALE: 1/8" = 1'-0"

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| CP-1 | FIBER CEMENT PANEL | ALL WHITE | WOODTONE |
| CP-2 | FIBER CEMENT PANEL | MIDNIGHT GREY | WOODTONE |
| CP-3 | FIBER CEMENT PANEL | BROWN | WOODTONE |
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| MR-1 | 42" STEEL PICKET RAILING | BLACK | TBD |
| SF-1 | STOREFRONT | BLACK | TBD |
| AGR | ALUMINUM RAILING | BLACK | TBD |

KEY PLAN

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| △ | DRAWING RELEASE | DATE |
|---|---|---|
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TITLE:

BLDG TYPE B - ELEVATIONS

SHEET NUMBER:

A4-02

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2 REAR ELEVATION

SCALE: 1/8" = 1'-0"

1 FRONT ELEVATION

SCALE: 1/8" = 1'-0"

## LEGEND

| TAG | DESCRIPTION | COLOR | MANUFACTURER |
|---|---|---|---|
| BR-1 | BRICK VENEER | RED | TBD |
| BR-2 | BRICK VENEER | GREY | TBD |
| CL-1 | FIBER CEMENT LAP SIDING | MIDNIGHT GREY | WOODTONE |
| CL-2 | FIBER CEMENT LAP SIDING | MOUNTAIN CEDAR | WOODTONE |
| CP-1 | FIBER CEMENT PANEL | ALL WHITE | WOODTONE |
| CP-2 | FIBER CEMENT PANEL | MIDNIGHT GREY | WOODTONE |
| CP-3 | FIBER CEMENT PANEL | BROWN | WOODTONE |
| MP-1 | CORRUGATED WALL PANEL | ZINC METALLIC | MBCI |
| MR-1 | 42" STEEL PICKET RAILING | BLACK | TBD |
| SF-1 | STOREFRONT | BLACK | TBD |
| AGR | ALUMINUM RAILING | BLACK | TBD |

KEY PLAN

DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:

MILL CREEK
PEOPLE · PLACES · RELATIONSHIPS

3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:

BLDG TYPE C - ELEVATIONS

SHEET NUMBER:

A4-03

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2 LEFT ELEVATION

SCALE: 1/8" = 1'-0"

1 RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

## LEGEND

| TAG | DESCRIPTION | COLOR | MANUFACTURER |
|---|---|---|---|
| BR-1 | BRICK VENEER | RED | TBD |
| BR-2 | BRICK VENEER | GREY | TBD |
| CL-1 | FIBER CEMENT LAP SIDING | MIDNIGHT GREY | WOODTONE |
| CL-2 | FIBER CEMENT LAP SIDING | MOUNTAIN CEDAR | WOODTONE |
| CP-1 | FIBER CEMENT PANEL | ALL WHITE | WOODTONE |
| CP-2 | FIBER CEMENT PANEL | MIDNIGHT GREY | WOODTONE |
| CP-3 | FIBER CEMENT PANEL | BROWN | WOODTONE |
| MP-1 | CORRUGATED WALL PANEL | ZINC METALLIC | MBCI |
| MR-1 | 42" STEEL PICKET RAILING | BLACK | TBD |
| SF-1 | STOREFRONT | BLACK | TBD |
| AGR | ALUMINUM RAILING | BLACK | TBD |

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ATLANTA, GA 30328
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DYNAMIKDESIGN.COM

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PEOPLE · PLACES · RELATIONSHIPS

3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:

BLDG TYPE C - ELEVATIONS

SHEET NUMBER:

A4-03A

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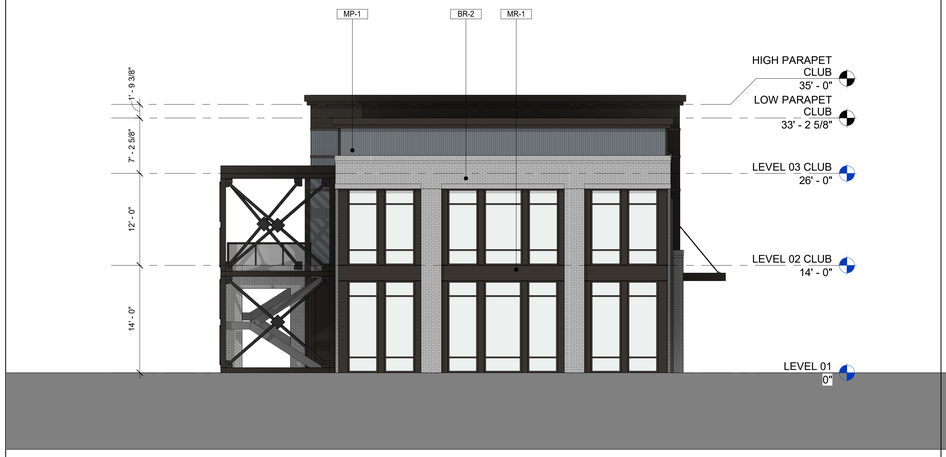
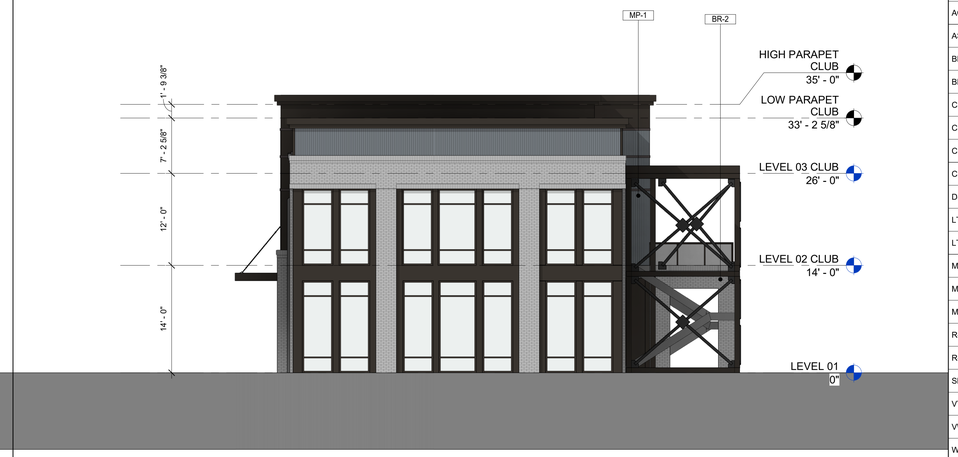
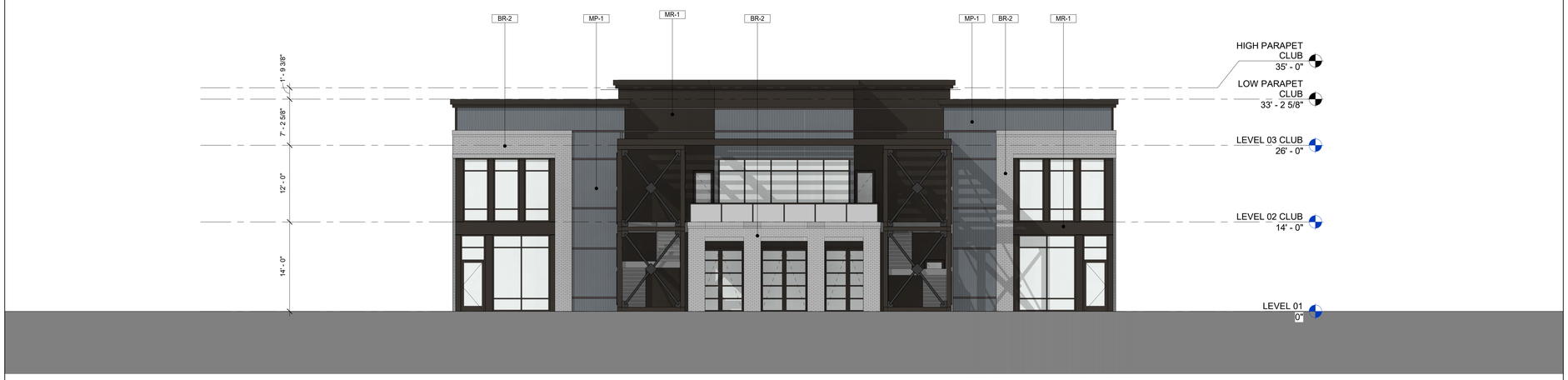



4 CLUBHOUSE - LEFT ELEVATION
SCALE: 1/8" = 1'-0"




3 CLUBHOUSE - RIGHT ELEVATION
SCALE: 1/8" = 1'-0"




2 CLUBHOUSE - REAR ELEVATION
SCALE: 1/8" = 1'-0"

1 CLUBHOUSE - FRONT ELEVATION
SCALE: 1/8" = 1'-0"

## LEGEND

| TAG | DESCRIPTION | COLOR | MANUFACTURER |
|---|---|---|---|
| AC-1 | ALUMINUM CANOPY | PREFINISHED-BLACK | TBD |
| AS-1 | ALUMINUM STOREFRONT | BLACK | YKK 45 FS |
| BR-1 | BRICK VENEER | RED | TBD |
| | BRICK MORTAR | FROSTY | MORTAMIX |
| BR-2 | BRICK VENEER | BROWN | TBD |
| | BRICK MORTAR | FROSTY | MORTAMIX |
| CL-1 | FIBER CEMENT LAP SIDING | DARK GREY | ALLURA |
| CL-2 | FIBER CEMENT LAP SIDING | LIGHT GREY | ALLURA |
| CP-1 | FIBER CEMENT PANEL | MAPLE | ALLURA |
| CP-2 | FIBER CEMENT PANEL | WHITE | ALLURA |
| DS-1 | DOWNSPOUT & SCUPPER | MATCH ADJACENT | TBD |
| LT-1 | EXTERIOR LIGHT FIXTURE | TBD | TBD |
| LT-2 | EXTERIOR LIGHT FIXTURE | TBD | TBD |
| MC-1 | METAL COPING | PREFINISHED-BLACK | PAC-CLAD |
| MP-1 | CORRUGATED WALL PANEL | HR-36 ZINC GREY | AEP SPAN |
| MR-1 | 42" STEEL PICKET RAILING | BLACK | TBD |
| R-1 | ROOF - ASPHALT SHINGLES | GRAY | TBD |
| R-2 | ROOF - STANDING SEAM METAL | SILVER | TBD |
| SL-1 | PAINTED STEEL LINTEL | BLACK | TBD |
| VT-1 | TOILET / DRYER EXHAUST VENT | MATCH ADJACENT | TBD |
| VW-1 | VINYL WINDOW | BLACK | VIWINTECH 2100 |
| WS-1 | PAINTED 4" WOOD SLAT | BLACK | TBD |

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| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | SCHEMATIC DESIGN | 07/30/2021 |
| | SCHEMATIC DESIGN | 11/18/2022 |

TITLE:

CLUBHOUSE - ELEVATIONS

SHEET NUMBER:

A4-04

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**DEPARTMENT OF PLANNING AND ZONING**
**PLANNER'S REPORT**

DATE: January 10, 2023
TO: Adrienne Senter
FROM: Lynn Patterson
**RE: Site Plan Review – 3558 Elm Street**

**BACKGROUND**

The City of Hapeville has received a site plan application from Phil Caron (MCRT Investments LLC) to develop a mixed-use development consisting of 300 multifamily units, approximately 7,600 SF of retail space, a clubhouse, pool and amenities located along Elm Street and South Central/Porsche Avenue. A consolidation plat has been submitted to aggregate 17 parcels into two parcels to serve as the development site.

The property is zoned RMU, Residential Mixed Use and is subject to the design requirements for Commercial/Mixed Use Area of the Architectural Design Standards.

**REVIEW**

The following code sections are applicable to this application:

**ARTICLE 11.5. - RMU ZONE (RESIDENTIAL MIXED USE)**
**Sec. 93-11.5-1. - Intent.**
The RMU district is established in order to:

(1) Ensure development that is consistent with neo-traditional planning practices, which are often defined by pedestrian-oriented buildings, interconnected streets, a mix of uses and housing types, and a compact walkable scale.
(2) Help create a compact, dense, and distinguishable core area;
(3) Provide for an urban form allowing mid-rise structures;
(4) Encourage multiple uses within the same structure; and
(5) Include street oriented activity and pedestrian amenities at the street level of structures.

**Sec. 93-11.5-3. - Permitted uses.**
**The following are permitted within the RMU zone:**

(3)Retail; sales, with a maximum floor area of 6,000 square feet, including:
a. Antique shops.
b. Book stores.
c. Baking shops.
d. Florist shops.
e. Hobby shops (offering new merchandise).
f. Jewelry stores (offering new or estate merchandise).
g. Opticians and optical stores.
h. Photography stores.

(4) Retail; sales, with a maximum floor area of 15,000 square feet, including:
a. Retail; drugstores and pharmacies.

(5) Personal services, with a maximum floor area of 6,000 square feet, including:
a. Barbershops, beauty shops, and hair salons.
b. Laundry and dry cleaning establishments, excluding coin operated laundry, with a maximum floor area of 2,000 square feet.

c. Tailor shops.
d. Travel agencies.

(6) Restaurants or carry-out restaurants but not including drive-through/drive-in restaurants with a maximum size of 6,000 square feet. Such restaurants shall be allowed to operate no more than six billiard tables upon the premises. Drive-through or drive-in restaurants may be allowed through special permit. The desired configuration for a drive-through or drive-in restaurant in this district is not a stand-alone building but rather part of a larger development and the site plan specifically addresses pedestrian orientation and safety.

(7) Coffee shops, cafes, pastry shops, and similar establishments, with a maximum floor area of 4,000 square feet.

(13) Apartments, subject to the density restrictions in subsection (16)

(16) Residential density limitations shall be as follows:

a. The maximum permitted residential density of a master planned development zoned RMU shall not exceed:

(i) Twenty units/acre for single-family detached;

(ii) Thirty-six units/acre for single-family attached patio/townhomes and live-work units;

(iii) Fifty units/acre for multifamily.

In no case shall the maximum combined residential density exceed 75 units per acre, calculated based on the total acreage of the project, including multiple parcels or city blocks.

b. The residential density of individual parcels or blocks within a master planned development may be greater or less than 75 units per acre, provided the project's combined average maximum permitted residential density shall-not exceed a combined total of 75 units per acre as calculated based on the sum of all residential uses and the total acreage of the project, including multiple parcels or city blocks, but not rail lines, public streets, or other areas not owned by the applicant; and

c. Any changes to an approved site plan shall require approval of the city planning commission and shall be reviewed based on the geographic extent of the original approved site plan, shall not exceed maximum density requirements of the original application, and shall indicate all built or planned improvements.

**Meets density requirements**

**Sec. 93-22.1-1. - Chart of dimensional requirements**

Dimensional Requirements for **RMU Zoning** are as follows:

| | | | | | | | Minimum Front Yard Setback | | Minimum | | Maximum | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Development Type | Lot Frontage (FT) | Min. Lot Area (SF) | Lot Area/ DU (SF) | Bed/ Bath Required | Floor Area/ DU (SF) | Max. Lot Coverage (%) | Minor Col. | Maj. Arterial | Side | Rear | Stories | Feet | Min. Parking Spaces | Max. Unit/ Bldg. Lot |
| Multifamily/ Condominium | 20 | 2,000 | | | 600 | 100 | 0/15 | 0/15 | 0 | 0 | 6 b. | M 1/ DU | | |
| Non residential | 20 | 2,000 | | | | 100 | 0/15 | 0/15 | 0 | 0 | 6 b. | m | d, e, i. j. k. | |

**b. Buildings over 40 feet in height must be approved by the building official and fire chief to ensure that fire safety design standards are met.**

d. One parking space for every unit in a hospital, hotel, motel, boardinghouse, or similar establishment. One off-street loading space for every 10,000 square feet of building.

e. One parking space for every three seats in an auditorium, church, theater, or similar establishment.

**i. Three parking spaces for every 1,000 square feet of enclosed commercial/office floor area.**

j. One parking space for every three seats in an auditorium, church, theater, or similar establishment.

**k. Three parking spaces for every 1,000 square feet of enclosed restaurant floor area; and three parking spaces for every 1,000 square feet of unenclosed restaurant floor area when such floor area exceeds 300 square feet.**

**m. Reference subsection 93-11.5-3(18) Residential density limitations.**

**Sec. 93-11.5-2. - Definitions.**
As used in this article, unless specifically stated otherwise, the following terms shall be defined as indicated, and where any definition herein conflicts with another definition in the city zoning ordinance, the definition contained herein shall prevail:

*Build-to line:* The line generally parallel to the front lot line along an existing public street to which buildings shall enfront to the extent identified in this article. It is a requirement, not a permissive minimum, as is a setback, however, where a minimum and maximum build-to line exists, the building may enfront any where between the two lines. The line shall be measured from the back of the sidewalk clear zone along all street frontages and not from the front lot line. For the purposes of this article, the build-to line shall exist even when not enfronted by a building.

*Day spa:* A business location where massages by certified masseurs, makeovers, body wrapping, hair removal, saunas, manicures, pedicures, and nonsurgical cosmetic procedures are performed. Any combination of at least three or more of the above-listed uses shall occur at the location for said location to be considered a day spa. All such businesses shall comply with applicable state licensing regulations.

*Dwelling, live-work:* A one-family attached dwelling unit of at least two stories that contains a commercial component of not more than the lesser of 600 square feet in floor area or 40 percent of the dwelling's total floor area. Said commercial component shall be limited to the ground floor of the dwelling unit, shall be covered by separate lease; shall be adjacent to the supplemental area; shall be limited to the permitted business and professional offices/agencies, retail and restaurant uses contained in section 93-11.5-3; and shall be the place of employment for no more than two persons, one of whom shall be a resident thereof. For the purposes of this article, a live-work dwelling shall not be a single structure containing a multifamily dwelling unit and a commercial use arranged vertically unless both dwelling and commercial use share a common kitchen, utilities, and common deed or lease.

*Enfront:* To place an element such as a building along a build-to line.

*Master planned development:* Any alteration of the natural environment which requires approval of a site plan, construction drawings, or issuance of a development permit in accordance with section 93-2-16. Buildings and structures within master planned developments may be constructed in multiple phases over several years, provided they are in conformance with the intent of the approved master plan.

*Supplemental area:* The privately held area between the back of the required sidewalk clear zone and the build-to line. Supplemental zones shall only be required along existing public streets.

**Buildings along Elm are set further back than 15' as there are transmission lines overhead. A variance is recommended.**

**Sec. 93-11.5-6. - Area, placement, and buffering requirements.**
All buildings or structures erected, converted or structurally altered shall hereafter comply with the following lot area, yard, and building coverage requirements:

(1) *Lot area and* width. The minimum area shall be established by the restriction governing lot coverage, setbacks, height, and parking requirement as found in article 22.1 and set forth herein. Generally, no lot shall have a minimum frontage of less than 20 feet; however, single-family residential lots shall have a minimum frontage of 30 feet.
***Compliant***

(2) *Front yard.* See subsection (3) below.
***Compliant***

(3) *Build-to line.* **The minimum build-to line shall be zero feet and the maximum shall be 15 feet, provided that the maximum build-to line may be increased as determined to be**

**necessary and advisable by the city planning commission in the course of its site plan review process.** In determining such increase, the city planning commission shall consider the size and configuration of the proposed buildings, their relationship to the existing and proposed thoroughfares, their relationship to existing and proposed parks and plazas, the location of existing mature trees, and the supplemental area of adjacent structures. Where the build-to line is modified to provide parks and plazas, said facilities shall be directly accessible to the public during normal city park hours.

**An increased build to line along Elm Street is requested and recommended given the transmission lines.**

(4) *Side yards.* There shall be no minimum side yard requirement except as required by subsection (9) for residential zone buffers.

***Compliant***

(5) *Rear yards.* There shall be no minimum rear yard requirements except as required by subsection (9) for residential zone buffers.

***Compliant***

(6) *Distance between buildings.* The minimum distance between two buildings on a single lot or on contiguous property shall only be limited by applicable public safety and fire codes.

**Fire Marshal**

(7) *Height regulations.* For those structures zoned RMU, the maximum permitted height shall not exceed the lesser of six stories or 96 feet.

***Compliant***

(8) *Sprinkling standards.* All proposed development shall meet applicable sprinkling standards set forth by the National Fire Protection Association (NFPA) and all state and city codes and ordinances.

**Fire Marshal**

(9) *Residential buffer.* Where any use other than a single-family detached use in this district adjoins a residential zone, all applicable new developments must provide an attractive physical barrier between different zones as necessary to minimize disruptive light, noise, odor, dust, unsightly appearances and intrusive activity relative to the residential zone. A smooth transition to adjacent residential zones shall be ensured by the provision of:

a. A minimum 15-foot landscaped buffer located within the U-V zone along the district line. Said buffer shall comply with the buffer requirements of chapter 93, article 29. Shrubs, flowers or grasses shall also be provided and maintained to visually screen non-residential areas and provide an attractive boundary that encourages continued investment in the adjacent residential zones.

b. A permanent opaque wall between six and eight feet in height and faced in wood, stacked stone, brick or hard-coat true stucco. Said wall may be located anywhere within the required landscaped buffer.

c. The tree spacing and wall placement requirements of subsections a. and b. above may be adjusted by the planning and zoning manager where the applicant wishes to preserve existing specimen trees within the required buffer. This may include alternative arrangements that minimize the impacts of the screening requirements on the health of existing trees.

**Not applicable. No single-family detached use adjacent.**

**Sec. 93-11.5-7. - Supplemental area requirements.**

Supplemental areas shall meet the following requirements:

(1) The following may not be located in the supplemental area:

a. Recreational areas and facilities such as swimming pools or tennis courts;

b. Fences and walls, except up to four feet in height for outdoor dining;

c. Service elements such as dumpsters, loading docks and similar elements; and

d. Mechanical features.

**Compliant**

(2) Adjacent to ground floor retail or restaurant uses the supplemental area:

a. Shall be at the same grade, slope, and cross slope as the adjacent required sidewalk;

b. Shall be hardscaped for a minimum of 80 percent of its horizontal area with decorative pavers, brick, slate, or stamped or colored concrete, but not asphalt;

c. Shall be accessible to the general public and may be used for pedestrian amenity elements such as benches, trees, lighting, outdoor dining, merchandise display and potted plants.

d. Eating places shall be permitted to have an outdoor dining area subject to compliance with the following provisions:

(i) The outdoor dining area shall not be located in the sidewalk clear area nor shall it obstruct pedestrian movement, fire lanes, access to any business, or areas designated for access by the physically impaired. Outdoor dining within the public right-of-way may not be surrounded by fences or walls and shall utilize movable tables and chairs.

(ii) The number of seats in the outdoor dining area shall not exceed fifty (50) percent of the number of indoor seats within the eating place.

(iii) Compliance with applicable state and county health regulations.

**Compliant**

(3) This section shall not be deemed to permit signage or structural alterations such as canopies or walls regulated elsewhere in this chapter.

(4) Adjacent to ground-floor dwelling units, excluding live-work dwellings, the supplemental area:

a. Shall be landscaped, except for area used for stoops, porches, wheelchair ramps, or walkways;

b. Shall be planted with canopy trees, as established in chapter 93, article 29, an average of 30 feet on-center as measured parallel to the front lot line.

c. Shall be differentiated from the adjacent sidewalk by a continuous wall, fence, hedge, or retaining wall between six and 30 inches in height.

**Compliant**

(5) The supplemental area, when adjacent to ground-floor live-work dwellings or other uses, or when not adjacent to a building, shall be subject to subsections (2) and (4).

**Sec. 93-11.5-8. - Sidewalk requirements.**

Public sidewalks shall be located along all existing and new public and private streets, excluding private alleys. Sidewalks shall be of the widths indicated below and shall consist of two areas: a landscape area and a clear area. The following regulations shall apply to all required sidewalks:

(1) *Sidewalk landscape area requirements.*

a. The landscape area shall have a minimum width of five feet and shall be located adjacent to the curb.

**Not Compliant**

b. The landscape area may be paved adjacent to on-street parking when located adjacent to ground floor retail, and shall be landscaped in all other areas.

c. Street trees shall be planted on average 30 feet on center, spaced equal distance between streetlights, and in line with stripes of parallel parking spaces. All newly planted trees shall comply with the requirements of chapter 93, article 29, shall be limbed up to a minimum height of seven feet, and shall be of an appropriate street tree species found in appendix A, attached to the ordinance from which chapter 93, article 29 was derived. The city planning commission may approve an alternate for street tree requirement subject to constraints such as overhead or underground utilities or underground utility easements.

**Porsche Ave - no street trees along Building 9 requires approval as alternate by Planning Commission.**

d. The landscape area is also intended for the placement of street furniture, including utility poles, waste receptacles, fire hydrants, traffic signs, bus shelters, bicycle racks, public kiosks and similar elements in a manner that does not obstruct pedestrian access or motorist visibility as determined by the city.

e. The landscape area shall be maintained by the adjacent property owner.

f. Where tree grates are provided they may encroach into the sidewalk clear area a maximum depth of two feet and the landscape area may be reduced by a corresponding depth.

(2) *Sidewalk clear area requirements.*

a. The clear area shall be the portion of the sidewalk reserved for pedestrian passage and unobstructed by permanent objects to a height of eight feet, including, but not limited to, steps and stoops, traffic control boxes, traffic signs, awnings, canopies, and utility structures. The sidewalk clear area shall have a consistent cross slope not exceeding two percent.

b. No awning or canopy shall extend more than five feet over the clear area.

c. The sidewalk clear area shall comply with the standards established in chapter 81 (City of Hapeville Architectural Design Standards), section 81-1-6 of the Hapeville Code of Ordinances.

**Sidewalk along Porsche should be 10' clear area (10' sidewalk) with 5' landscape area. Sidewalk is 5' wide**

**Sidewalk along Elm should be 5' clear area (5' landscape area). Sidewalk is 5' wide on TCRP but 3' on C2-00 drawings.**

d. Where property within the district abuts a residential zone without an intervening street, the sidewalk area within 20 feet of such district shall taper when necessary to provide a smooth transition to the existing residential zone sidewalk. In the event that the abutting residential zone has no existing sidewalk, the sidewalk shall taper to a width of six feet, measured from the street curb, or as approved by the city planning commission.

(3) *Paving materials to remain continuous.* Any paving materials, including concrete, special pavers, or decorative paving within the landscape area or clear area shall continue across any intervening driveway.

**Compliant**

**Sec. 93-11.5-9. - Parking and curb cut requirements.**

In addition to the requirements of article 23 of this chapter, off-street parking and loading, the following requirements shall apply within the RMU district:

(1) See article 22.1 for minimum parking space requirements.

**1 per dwelling unit; 3 per 1,000 SF of retail/commercial. 324 spaces required (357 allowed as 110% of minimum); 392 spaces provided. 330 onsite; 8 handicap; 62 additional on-street. As 338 are provided on-site, this is within the 110% minimum and does not require a variance.**

(2) See section 93-23-7 of the Hapeville Code of Ordinances for mixed-use developments, which may be reduced as authorized by the board of appeals subject to a shared parking arrangement under the following criteria:

a. The minimum number of parking spaces for a project where shared parking is proposed shall be determined by a study prepared by the applicant following the procedures of the Urban Land Institute (ULI) Shared Parking Report or Institute of Transportation Engineers (ITE) Shared Parking Guidelines. The actual number of parking spaces required shall be based on well-recognized sources of parking data such as the ULI or ITE reports. If standard rates are limited or not available, the applicant may collect data at similar sites to establish local parking demand rates. If the shared parking plan assumes the use of an existing parking facility, then field surveys shall be conducted to determine actual parking accumulation.

b. An applicant shall submit the following information as part of an application to reduce parking requirements and avoid conflicting parking demands:

(i) A to-scale map indicating location of proposed parking spaces;

(ii) Hours of business operation of nonresidential parking users;

(iii) Copies of the legal instrument that authorizes the use of shared parking facilities, which shall be filed with the department of economic development.

c. Where authorized shared parking exists, and a change affecting the shared use occurs, the applicant shall have up to 30 calendar days to provide the city planning and zoning manager with a valid legal instrument reflecting the modified parking arrangements.

d. A change to any of the conditions identified in this subsection, except as identified in subsection (2)c. above, shall terminate authorization for shared parking. A shared parking arrangement shall be deemed a condition of the zoning and any modification will require a new site plan, parking plan, and zoning approval.

(3) Developments are permitted a maximum of two driveway curb cuts per block face. For the purposes of this Section, two curb cuts serving two one-way driveways shall only be counted as one curb cut.

**Compliant**
(4) No curb cuts, driveways or circular drives shall be permitted on South Central Avenue or Atlanta Avenue where access can be provided from a side or rear street.
**Compliant**
(5) Rear alleys or rear drives shall be provided to access attached single-family garages, detached single-family dwelling garages, and commercial loading and service areas.
**Compliant**
(6) Carports shall be prohibited.
**Compliant**
(7) Garages shall not face adjacent streets except where alley or rear drive access is not feasible, in which case such garages shall be set back a minimum of 25 feet from the build-to line. All garage materials shall match those of the principal structure.
**Not applicable**
(8) Parking structures shall conceal automobiles from view, shall have the appearance of a horizontal storied building on all levels, shall be faced in brick, stacked stone, cast stone, poured-in-place rubbed concrete, or pre-cast concrete faced in or having the appearance of brick or stacked stone. Parking structures adjacent to the supplemental area shall also meet the requirements of subsection 81-1-6(e) of the Hapeville Code of Ordinances.
**Not applicable**
(9) Bicycle or moped parking spaces are required as follows: All nonresidential uses shall provide one such space for every 20 automobile spaces and condominium and apartment uses shall provide one such space for every five units provided that no such uses shall have fewer than two such spaces or be required to exceed 30 spaces. Such spaces shall be located within the sidewalk landscape area a maximum distance of 100 feet from the primary pedestrian entrance, or within the supplemental area and at least as close as the closest automobile space, except for handicapped parking spaces. Bicycle parking spaces shall include a bike rack with a metal anchor sufficient to secure the bicycle frame when used in conjunction with a user-supplied lock.
**Bicycle parking not shown.**
(10) Dumpsters shall be entirely screened from view of any street with vertically enclosed opaque walls matching the materials of the principal structure. Dumpsters shall not be permitted between a primary building and a public street.
**Compliant**

Sec. 93-11.5-10. - Greenspace and open space requirements.
In addition to the requirements of chapter 93, article 29, and section 93-23-18 of this Code, master planned developments in excess of two acres shall be required to provide and maintain a minimum of 20 percent greenspace/open space. Calculations for greenspace/open space shall exclude required sidewalks and landscape strips along streets, but may include the following:
(1) Parks;
(2) Playgrounds;
(3) Trails;
(4) Gardens;
(5) Undeveloped space designated or habitat restoration and preservation;
(6) Plazas improved for pedestrian use shall also be considered greenspace when finished in brick or stone pavers and planted with at least one canopy tree per 2,500 square feet of area, with a minimum of 100 square feet of unpaved planting area around each tree.
**Please provide drawings showing 39.83% opens space as calculated per above.**

**ARTICLE 23. - OFF-STREET PARKING AND LOADING**
**Sec. 93-23-1. - Purpose and intent.**

The purpose of this article is to ensure the reasonable provision of off-street parking and loading facilities within the city. The requirements contained herein are minimum standards only, and are intended to protect and promote the health, safety and welfare of the present and future inhabitants of the city.

**Sec. 93-23-2. - Entrance and exit points.**

1. Curb breaks shall not be more than 20 feet for one way entrances, 24 feet for two way entrances or shared driveways, or 36 feet for entrances with three lanes, unless otherwise permitted by the City of Hapeville Community Services department. Aprons may be flared up to an additional two feet on either side.

***Dimensions not provided. Should be shown on plans. Compliant.***

2. All sidewalk paving materials shall be continued across any intervening driveway at the same prevailing grade and cross slope as on the adjacent sidewalk clear area. Other than on driveways serving single-family detached or two-family dwellings, a corresponding interior sign or painted bar on the driveway shall be provided adjacent to the sidewalk paving as it intersects the driveway which shall communicate that vehicles must stop or yield for the intervening sidewalk.

***Compliant***

3. In no case shall there be less than 50 feet from the closest sides of any two-driveway curblines.

***Compliant***

4. Curb breaks shall be located at least 25 feet from the nearest intersection of two curblines as measured along one of the curblines.

***Compliant***

5. Business establishments on contiguous lots are encouraged to consolidate entrance and exit points.

***Compliant***

6. Suitable provisions, including a five-foot-wide planted buffer strip between the right-of-way and parking area shall be made to prevent entrance or exit from other than at designated entrance or exit points.

***Compliant***

**Sec. 93-23-3. - Setbacks from property lines.**

Off-street parking and loading spaces and their respective maneuvering areas shall be set back not less than five feet from all property lines, except where those spaces and areas for adjacent properties abut, or are in contiguous use, there need not be any setback.

***Compliant***

**Sec. 93-23-4. - Maneuvering areas.**

All off-street parking and loading spaces shall be provided with adequate off-street maneuvering areas.

***Verify with Engineer and Fire Marshal***

**Sec. 93-23-6. - Reduction in area and number of parking spaces**.

No open area in an off-street parking area shall be encroached upon by buildings, storage or any other use; nor shall the number of parking spaces and/or off-street loading spaces be reduced except upon approval of the board of appeals, and then only after proof that, by reason of diminution in floor area, seating area, number of employees or change in other factors controlling the regulation of the number of parking spaces, the proposed reduction is reasonable and consistent with the intent of this chapter.

***Not applicable***

**Sec. 93-23-7. - Mixed uses.**

In the case of mixed uses, the total requirements for off-street parking and off-street loading space shall be the sum of the requirements of the various uses computed separately as specified herein. Off-street parking and off-street loading space for one use shall not be considered as providing the required off-street parking or off-street loading space for any other use.

***Compliant.***

**Sec. 93-23-8. - Uses not specifically mentioned.**

In the case of a use not specifically mentioned herein, the requirements for off-street parking space and off-street loading space for a use which is so mentioned, and to which that use is most similar, shall apply.

***Not applicable***

**Sec. 93-23-9. - Issuance of certificate of occupancy.**

No certificate of occupancy shall be issued for any building or group of buildings unless and until all required off-street parking and loading facilities are in place and ready to use.

**Sec. 93-23-10. - Off-street parking requirements according to district and uses.**

At the time of the erection of any building or structure hereinafter listed, or at the time any such building or structure is enlarged or increased in capacity by adding dwelling units, guestrooms, floor area, seats, beds, members or employees, there shall be provided for such new construction, enlargement or increased capacity only, off-street automobile parking space and off-street loading spaces in accordance with the minimum requirements established for each zone. The maximum number of off-street automobile parking spaces shall be 110 percent of the requirement for uses proposed at the time of development approval.

***Compliant***

**Sec. 93-23-11. - Size of off-street parking spaces, including parking spaces for compact automobiles, and parking spaces for automobiles of the physically handicapped.**

(a) Of the total number of parking spaces required for any nonresidential use having 20 or more off-street parking spaces, a maximum of 70 percent shall be "full-size" as described in the table below, and a minimum of 30 percent shall be "compact size" as described in the table below:

*Minimum Full-Size Space Dimensions*

| Type of Space | Width of Space | Length of Space |
|---|---|---|
| Parallel at curb to angle of 29 degrees | 8.5 feet | 22 feet |
| Angle of 30 degrees to 60 degrees | 9 feet | 18 feet |
| Angle of 61 degrees to 90 degrees | 10 feet | 18 feet |

*Minimum Compact-Size Parking Space Dimensions*

| Type of Space | Width of Space (feet) | Length of Space (feet) |
|---|---|---|
| Parallel at curb to angle of 29 degrees | 8 | 19 |
| Angle of 30 degrees to 60 degrees | 8.5 | 15 |
| Angle of 61 degrees to 90 degrees | 9 | 15 |

***Parking space dimensions not provided. Code requires 30% of parking be at least 9'x 15'.***

(b) There shall be adequate interior passageways, drives and maneuver areas, as determined by the building official, to accommodate each space and to connect each space with a public street.

***Compliant, verify with Engineer and Fire Marshal***

(c) In addition to the above-stated requirements, parking space for automobiles of the physically handicapped shall be provided in accordance with the following standards.

(1) Access to buildings generally.

a. Accessibility to such building shall be provided from rights-of-way in parking areas by means of a pathway leading to at least one entrance generally used by the public. Such pathway shall have been cleared of all obstructions relating to construction activity, prior to the opening of the building to the general public. Where curbs exist along such pathway, as between a parking lot surface and a sidewalk surface, inclined curb approaches or curb cuts having a gradient of not more than one foot in 12 feet and a width of not less than four feet shall be provided for access by wheelchairs.

b. A parking lot servicing each entrance pathway shall have a number of level parking spaces as set forth in the following table, identified by abovegrade signs as being reserved for physically handicapped persons. Each parking space so reserved shall be not less than 12 feet in width.

***Compliant***

*Parking Spaces for Handicapped*

| Total Spaces and Lot | Required No. of Reserved Spaces |
|---|---|
| Up to 25 | 1 |
| 26 to 50 | 2 |
| 51 to 75 | 3 |

| | |
|---|---|
| 75 to 100 | 4 |
| 100 to 150 | 5 |
| 150 to 200 | 6 |
| 201 to 300 | 7 |
| 301 to 400 | 8 |
| 401 to 500 | 9 |
| 501 to 1,000 | 2% of total |
| Over 1,000 | 20, plus 1<br>for each 100<br>over 1,000 |

***8 handicap spaces are indicated in the legend however locations are not denoted on plans.***

(2) Location. Parking spaces for the physically handicapped shall be located as close as possible to elevators, ramps, walkways and entrances.

***See above***

**Sec. 93-23-12. - Location.**

If the required off-street parking spaces cannot reasonably be provided on the same lot as the building it serves, the board of appeals may permit that space to be provided on other off-street property. That property shall be within 400 feet of the premises to which it is appurtenant, as measured along the nearest pedestrian walkway. If the property providing the additional parking contains more than ten parking spaces, the parking area of that property shall be brought into compliance with the requirements of section 93-23-18 and chapter 93, article 29.

***Not applicable***

**Sec. 93-23-13. - Joint use of required off-street parking spaces.**

No part of an off-street parking area required for any building or use for the purpose of complying with the provisions of this chapter shall be included as a part of an off-street parking area similarly required for another building or use unless the type of structure indicates that the periods of usage of that structure will not be simultaneous with each other, as determined by the board of appeals.

***Not applicable.***

**Sec. 93-23-14. - Size of off-street loading spaces.**

Each off-street loading space shall have minimum dimensions of 15 feet in height, 15 feet in width, and 60 feet in length. However, upon sufficient demonstration in a specific instance that a particular loading space will be used exclusively by shorter or lower trucks, the board of appeals may reduce the minimum length or height.

***No off-street loading spaces are required in the Arts Overlay District***

**Sec. 93-23-15. - Location of off-street loading spaces.**

All required off-street loading spaces shall be located on the same lot as the building which they are intended to serve, or on an adjacent lot when shared with the use occupying the lot.

***No off-street loading spaces are required in the Arts Overlay District***

**Sec. 93-23-16. - Drive-in establishments.**

There shall be no drive-in establishments in which customers are served while located on a public right-of-way. In the case of a drive-in establishment where customers are served while occupying automobiles parked off a public right-of-way, that establishment shall provide on the premises sufficient parking space which, in the judgment of the building official, the chief of police and the city engineer will accommodate the largest number of automobiles being served or waiting to be served at any one time. This required space shall be appropriately arranged for the purpose and in no case shall it be less than the minimum space as specified in this chapter.

***Not applicable***

**Sec. 93-23-17. - Continuing character of obligation.**

The schedule of requirements for off-street parking space and off-street loading space applicable to newly erected or altered structures shall be a continuing obligation of the owner of the real estate on which any such structure is located, so long as the structure is in existence and its use requiring vehicle parking or vehicle loading facilities continues, and it shall be unlawful for an owner of any building affected by this chapter to discontinue, change or dispense with, or to cause the discontinuance or change of the required vehicle parking or loading space apart from the discontinuance, sale or transfer of the structure, without establishing alternative vehicle parking or loading space which meets the requirements of and is in compliance with this chapter, or for any person, firm or corporation to use that building without acquiring the land for vehicle parking or loading space which meets the requirements of and is in compliance with this chapter.

***Not applicable***

**Sec. 93-23-18. - Landscape requirements for vehicular use areas.**

(a) *Intent.* The objective of this section is to provide space for the use of landscape beautification and natural plant growth for developments where off-street parking and open lot sales, displays, and service areas are provided. The intent is to improve and protect the appearance, environmental and ecological condition, character, design, and value of the total urban area, thereby promoting the public health, safety, and welfare.

(b) *Areas subject to the requirements of this section.* Vehicular use areas, except those less than ten parking spaces, parking garages, and public rights-of-way shall conform to the minimum landscaping requirements hereinafter provided.

(c) *Procedure for the development of vehicular use areas.*

(1) *Permit requirements.* No building grading, or tree removal permit shall be issued until approval of a required landscape plan for vehicular use areas. Prior to submission of building plans, the requirements of this section must be met. In cases where a vehicular use area is located on a lot other than that of the principal building, building plans may be submitted for review.

(2) *Submission of a required survey and proposed landscape plan.*

a. The applicant or his authorized agent shall submit to the planning and zoning department three copies of each survey and landscape plan at a scale no greater than one inch equals 50 feet. The proposed landscaping may be superimposed on the proposed site plan or on a separate sheet, provided all drawing are the same scale.

b. Each survey and landscape plan shall include the following:

1. Name, signature, address, and telephone number of property owner, surveyor, and or designer;
2. North arrow and scale;
3. All dimensions; and
4. All required information and data listed on drawings.

(3) *Survey.* The required survey shall include the following information:

a. Legal description of the property.

b. All trees and survey data as defined in this chapter.

c. Existing structures, buildings, parking spaces, accessways, and public streets.

d. Aboveground and belowground utility lines and easements.

e. Existing natural features and topography at one-foot contour intervals. In areas where slopes are 20 percent or greater, a five-foot contour interval may be substituted.

(4) *Landscape plan.* The proposed landscape plan shall include the following information:

a. All trees, natural features, man-made appurtenances and structures to be retained upon the site and all topographic changes.

b. All proposed landscaping improvements and planting or landscaping areas identified. The grade, spacing, size, and name of proposed landscape materials shall be listed on the plan.

c. Comments regarding site preparation, tree preservation, methods of installation, and methods of maintenance shall be listed on the plan in accordance with chapter 93, article 29.

d. Required plans shall identify all vehicular use areas, aisles, driveways, sidewalks, wheel stops, and or curbs and other vehicular use controls. The location of the curb cuts, median openings on abutting streets, lighting, underground irrigation system, hose bibs, proposed planting areas, decorative and or screening walls, and related buildings shall be shown.

(d) *Landscape requirements.* All vehicular use areas subject to these regulations shall be required to have the following maintained perimeter and interior landscaped areas:

(1) *Tree requirements.* Interior and exterior tree plantings are to be provided in accordance with chapter 93, article 29. Trees must be planted in interior portions of parking lots so that no parking space is more than 50 feet from a parking lot tree.

(2) *Perimeter landscape requirements.*

a. All exterior perimeters of all vehicular use areas shall have a perimeter landscaped area with no horizontal dimension less than five feet. A decorative masonry wall, earth berm, natural landscaping screen in accordance with the buffer requirements of chapter 93, article 29 and or combinations of the above shall be installed in such a manner as to screen the vehicular use area from adjacent properties or public rights-of-way. Screening areas shall be maintained at a minimum height of three feet.

b. Where other provisions of this chapter required a six-foot screening wall of masonry construction, such screening wall may totally or in part be substituted with a natural landscape screen and or earth berm upon approval of the planning commission. Such natural screening shall be at least three feet in height at time of planting and maintained at a height of five feet with a visibility obstruction of at least 75 percent.

1. i. When abutting a public street right-of-way, landscaped areas along a public street shall have a minimum dimension of five feet and a minimum average dimension often feet from the right-of-way line to the vehicular use area.

ii. In addition, the requirements of section 93-2-7 shall be met.

2. When abutting adjacent properties. Required perimeter landscaped areas which would abut adjacent, existing nonresidential properties may be allocated as additional interior or other additional

perimeter landscaping.

(3) *Permitted modification to the landscaping requirements.*

a. In cases where the landscaped area requirements of subsection (d)(2) may exceed 20 percent of the vehicular use area, the applicant may be allowed to reduce dimensions of landscaped areas other than those abutting a public street right-of-way or adjacent to the residential uses or zones to equal a 20 percent maximum provided a method of vegetative and or masonry screening is maintained and is approved by the planning and zoning department.

b. In instances where proposed innovative designs, landscaping techniques, and site amenities are believed to fulfill the intent of subsection (a) above, the strict requirements of this section may be waived by the planning commission.

c. In instances where healthy plant material exists, the requirements outlined in subsections (d)(2) of this section may be adjusted thereby allowing credit for the preservation of existing plant material. The planning commission may make such adjustments so long as the intent of this section is preserved.

d. Open lot sales of vehicles may be excluded from the perimeter screening requirements adjacent to public rights-of-way by the planning commission, provided the tree requirements and area requirements are met.

(4) *Landscape installation requirements.* All landscaping shall be installed in accordance with accepted good planting procedures.

a. *New plant materials.*

1. All separate landscaped areas shall have a minimum variety of two living plant materials other than trees; total landscaping areas required shall include a minimum variety of three landscape materials other than trees.
2. Paving (other than walks) and artificial plants shall not be permitted within landscaping areas.
3. Trees, hedges, and shrubs must meet the requirements of chapter 93, article 29.
4. Lawn grass and ground covers. Grass may be sodded, plugged, sprigged, or seeded except that solid sod shall be used in swales or other areas subject to erosion. In areas where plant materials other than solid sod or grass is used, a fast-growing grass seed shall be sown for immediate effect and protection until coverage is otherwise achieved. Grass sod shall be clean and reasonably free of weeds and noxious pests or disease. Ground covers which present a finished appearance and reasonable complete coverage at time of planting may be used in lieu of grass sod.

b. *Existing plant materials.* Existing living plant materials to be preserved shall be in accordance with of this chapter and chapter 93, article 29.

c. *Earthwork.* Earth berms shall be of variable height and slope. Swales and ponds shall be permitted for onsite retention of stormwater provided they are approved by the city's planning and zoning department.

d. *Encroachment.* Landscaped areas, walls, structures, and walks shall require appropriate protection from vehicular encroachment by utilizing wheel stops, curbs, posts, wood, brick-work, and/or other devices. Placement of these devices shall be located at least two and one half feet from walks, walks, and structures and may be placed one foot from landscaped areas to prevent a vehicular overhang of no more than one and one half feet of landscaping area may be counted as part of the required depth of each parking space.

e. *Maintenance.* The owner or his agent shall be responsible for the maintenance of all landscaping which shall be maintained in good condition so as to present a healthy, neat, and orderly appearance and shall be kept free from refuse and debris. The owner shall replace all landscaped materials required if, for any reason, they die or are severely damaged within one year of the final approval of the installation. The owner is thereafter responsible to maintain the landscaping in a healthy manner.

f. *Planting bed.* The planting bed for all landscaping materials shall be free of weeds, debris, and noxious material and shall consist of a healthy plant growth medium. The planting bed soil shall provide adequate support, drainage, and nutrients for the plants and thus may require the incorporation of sand, peat, and or topsoil into the soil. Such planting soil shall be placed throughout the planting hole for each plant, and this hole shall be at least twice as wide as the width of the plant ball and one and one half as deep as the depth of the plant ball.

(e) *City review of landscape plan.* The planning and zoning department shall approve or reject the required landscape plan. The decision of the planning and zoning department shall be deemed final administrative action, but may be appealed to the board of appeals provided such appeal is made in writing at least 30 days prior to the next regular board of appeals meeting. Developments which require site plan approval by the planning commission shall be reviewed and approved by the planning commission for compliance to this section.

**See Arborist review. Not yet approved.**

(f) *Certification of compliance.* Upon completion of the landscape improvements, the site shall be inspected for compliance to the approved landscape plant. A certificate of compliance must be issued before a certificate of occupancy can be issued for any related structures. When occupancy of a related building is desired prior to completion of the required landscaping, a temporary certificate of occupancy may be issued if a financial guarantee in the amount equal to 100 percent of the cost for landscaping improvements is provided and acceptable in form to the city attorney.

**REQUIREMENTS**
**Sec. 93-2-16. - Site plan review.**

(a) *Intent and purpose.* The site plan review procedures are intended to ensure adequate review and consideration of potential impacts of proposed development upon surrounding uses and activities, and to encourage a high standard of side planning and design resulting in quality development in the city.

(b) *Application.* An application for site plan review may be filed by the owner, or agent for the owner, of any property to be developed according to the plan. All applications for site plan review shall be filed with the building official for transmission to the planning commission. Site plan review requirements are applicable for all proposed development in all zones within the city and all property submitted for annexation.

(c) *Submission requirements.* Applications for site plan review shall contain the following information and any additional information the planning commission may prescribe by officially adopted administrative regulations; ten copies of the application shall be submitted:

(1) *Site and landscape plan.* Maps and site plans shall be submitted (minimum scale of 1" = 50' or larger, e.g., 1" = 40', 1" = 30', etc.) indicating project name, applicant's name, adjoining streets, scale, north arrow and date drawn, showing:

a. The locations, size and height of all existing and proposed structures on the site.

***The plans show the location of 9 multifamily and mixed use buildings of which 1 has a retail component on the first floor.***
***The multi family buildings are located both within and beyond the 0' to 15' setback lines. The buildings along Elm Street have been set back to accommodate the overhead transmission lines. <u>The applicant should provide actual dimensions.</u>***

b. The location and general design cross section characteristics of all driveways, curb cuts and sidewalks including connections to building entrances.

***<u>Driveway dimensions should be provided.</u>***

***A 5' sidewalk is shown along South Central/Porsche Ave and a 5' sidewalk is shown along Elm Street. 10' clear area is required along South Central/Porsche Ave. A 5' landscape area is required between the street and the sidewalk in both cases.***

c. The locations, area, and number of proposed parking spaces.

**1 per dwelling unit; 3 per 1,000 SF of retail/commercial. 324 spaces required (357 allowed as 110% of minimum); 392 spaces provided. 330 onsite; 8 handicap; 62 additional on-street. As 338 are provided on-site, this is within the 110% minimum and does not require a variance. Parking space dimensions should be shown as well as location of handicap accessible spaces.**

d. Existing and proposed grades at an interval of five feet or less.

***Compliant***

e. The location and general type of all existing trees over six-inch caliper and, in addition, an identification of those to be retained.

***See Arborist Report***

f. The location and approximate size of all proposed plant material to be used in landscaping, by type such as hardwood deciduous trees, evergreen trees, flowering trees and shrub masses, and types of ground cover (grass, ivies, etc.). Planting in parking areas should be included, as required in section 93-23-18.

***Provided***

g. The proposed general use and development of the site, including all recreational and open space areas, plazas and major landscape areas by function, and the general location and description of all proposed outdoor furniture (seating, lighting, telephones, etc.).

***Provided***

h. The location of all retaining walls, fences (including privacy fences around patios, etc.) and earth berms.

***Compliant***

i. The identification and location of all refuse collection facilities, including screening to be provided.

***Provided***

j. Provisions for both on-site and off-site stormwater drainage and detention related to the proposed development.

***Provided. See engineer's report.***

k. Location and size of all signs.

***General signage location has been shown. A sign permit application will be required for all signs and the proposed signs must be compliant with the City's sign ordinance.***

(2) *Site and building sections.* Schematic or illustrative sections shall be drawn to scale of 1" = 8' or larger, necessary to understand the relationship of internal building elevations to adjacent site elevations.

***The building elevations will be reviewed by the Design Review Committee for compliance with the Architectural Design Standards.***

(3) *Typical elevations.* Typical elevations of proposed building shall be provided at a reasonable scale (1/8 " = 1'0") and shall include the identification of proposed exterior building materials.

***The building elevations will be reviewed by the Design Review Committee for compliance with the Architectural Design Standards.***

(4) *Project data.*

a. Site area (square feet and acres).

***The total site area is 8.31 acres or361,938 SF. The minimum lot size is 2,000 SF.***

b. Allocation of site area by building coverage, parking, loading and driveways, and open space areas, including total open space, recreation areas, landscaped areas and others.

**Building coverage (2.33 acres), parking loading and driveways (2.67 acres), (114,960 SF) for total of 5 acres or 60.17% Maximum is 100%. (20% open space required). Open space should be shown on a separate sheet showing area used for calculation.**

c. Total dwelling units and floor area distributed generally by dwelling unit type (one-bedroom, two-bedroom, etc.) where applicable.

***Total dwelling units: 300 units. 50 units per acre allows for 415 units maximum.***

d. Floor area in nonresidential use by category.

***Approximately 7,600 SF for Retail***

e. Total floor area ratio and/or residential density distribution.

***Breakdown of units by square footage should be provided.***

f. Number of parking spaces and area of paved surface for parking and circulation.

***1 per dwelling unit; 3 per 1,000 SF of retail/commercial. 324 spaces required (357 allowed as 110% of minimum); 392 spaces provided. 330 onsite; 8 handicap; 62 additional on-street. As 338 are provided on-site, this is within the 110% minimum and does not require a variance. Parking space dimnensions should be shown as well as location of handicap accessible spaces.***

(5) *Project report.* A brief project report shall be provided to include an explanation of the character of the proposed development, verification of the applicant's ownership and/or contractual interest in the subject site, and the anticipated development schedule. At the discretion of the planning commission, analyses by qualified technical personnel or consultants may be required as to the market and financial feasibility, traffic impact, environmental impact, stormwater and erosion control, etc. of the proposed development.

***A development timeline has not been provided.***
***A traffic study is recommended.***
***Possible accel/decel lanes may be required.***

**FINDINGS**

Staff recommends approval of the site plan with the following conditions.

1. Street trees are shown on rendering but not on landscape plan along South Central/Porsche Ave. Please explain.
2. Relocate/add 5' landscape strip between sidewalk and curb or request variance.
3. Ensure 10' clear area on South Central/Porsche Ave.
4. Provide setback dimensions for all buildings.
5. Provide dimensions for parking spots and driveway entrances.
6. Show location of handicap accessible spots.
7. Provide drawing showing open space as calculated to meet 20% minimum.
8. Provide breakdown of units by type/square footage.
9. Provide development timeline.
10. Commission a traffic study which may require accel/decel lanes.
11. Provide 5' right of way along Elm Street on both sides. Ensure 35' right of way from center line on Porsche Avenue.
12. Address any outstanding issues with Tree Conservation Ordinance as per City Arborist report.
13. Address any outstanding issues on the Engineer's Report, including but not limited to stormwater and how site will address flood plain Zone A condition.
14. It is understood the building elevations will be reviewed by the Design Review Committee for compliance with the Architectural Design Standards and the sign permit applications will be reviewed separately.

Staff recommends the following conditions with Planning Commission approval:

1. Increase in building height to over 49'.
2. Increase in build-to line to accommodate transmission lines.
3. Waive street tree requirement along South Central/Porsche Ave if applicant demonstrates need.

Any approval of the site plan requires the applicant shall comply with all other zoning rules, regulations, covenants, and easements of record.

Keck+Wood
COLLABORATION BY DESIGN

January 10, 2023

Ms. Adrienne Senter
Planning & Development Coordinator
Department of Economic Development
City of Hapeville
3468 N. Fulton Avenue
P.O. Box 82311
Hapeville, Georgia 30354

Re: 3558 Elm Street
Concept Site Plan Review No. 1
K&W Ref. No. 221051.90

Dear Ms. Senter:

As requested, I have reviewed the concept site plans for the 3558 Elm Street Site to be located on a 8.31 acre parcel on Elm street, within a RMU Zoning District. The initial submittal was received on December 14, 2022. This review is for compliance with the concept site plan requirements of Chapter 93-2-16 of the City ordinances. The plans consisted of site plan, grade plan, drainage plan, utility plans, tree protection plans, and building elevation plans prepared by various firms. My comments are as follows:

1. The concept site plan did not include any dimensions, so it could not be verified that the parking spaces comply with 93-23-11 of City Code.
2. The Concept Site Plan did not include construction details defining pavement types or thicknesses, so it could not be verified that the driveway will comply with Section 93-2-16 (c.)(1.)b. of City Code.
3. The applicant should clearly identify the zoning of the adjacent properties to ensure the plan is in compliance with 93-11.5-6.9 of City Code.
4. Detectable warning strips and ADA ramps per US DOT and Department of Justice standards should be shown with ADA ramps at sidewalks intersecting all driveways and streets.
5. While a proposed monument sign has been identified on the plans, it did not include a size and cannot be verified that it complies with 93-3.3-21.8 of City Code.
6. The concept site plan did not include dimensions for setback lines, so it could not be verified that the minimum frontage has been met and that the buildings are outside of the setbacks. It is not clear if the noted 10 feet setback from BOC on sheet C2-00 meets the zoning requirement of 0/15 feet from the property line.
7. The applicant is to verify that all buildings over 40 feet in height have the approval of the building official and fire chief to ensure fire safety standards are met.
8. A stormwater management report and related components for addressing the post development stormwater management ordinance should be provided during the land development permitting phase.
9. Elm Street is shown with a right of way of 40 feet that does not meet the minimum 50 feet requirement in Section 90-1-3. The additional 5 feet of right of way for a portion of the development and the 10 feet of right of way for remainder of the development should be shown on the plans. A similar situation applies to the portion of College Street.
10. The right of way of Porsche Avenue is shown to have a variable width. Additional data for the right of way width should be shown to verify that it meets the minimum right of way width of section 90-1-3 (a)(3). From

the adopted Major Street Plan of Hapeville dated August 18, 2020, this street is shown as a major arterial street and requires a minimum width of 70 feet.

11. Provisions to address the accel/decal lane requirements and turning lanes at intersections requirements per GDOT Manual on Driveways and Encroachment Control for the Porsche Avenue intersection should be provided. At a minimum, a deceleration lane along Porsche Avenue should be provided. Due to the existing traffic congestion along Porsche Avenue and the nearby proposed developments, a traffic impact study is recommended to verify the need for improvements along Porsche Avenue for this development.
12. A portion of Buildings 1000 and 2000 are shown within FEMA flood zone A and it is not clear how the development will address this condition.
13. The fire chief should verify the interior driveway widths shown are sufficient for emergency vehicle access.
14. While this submittal review is for concept site plan approval only, the applicant should be aware that submittal and review of detailed site construction drawings will still be necessary prior to land development permitting.

I have retained one copy of the plans provided for review in the event there are questions. The applicant should be made aware that the review does not constitute a waiver of City Ordinance requirements or assumption of responsibility for full review of City Ordinance requirements. Deviations from Ordinance requirements may be noted at any time during the review, permitting or construction processes. Re-submittals should include a narrative indicating how and where the review comments were addressed.

Sincerely,
**KECK & WOOD, INC.**

Aaron Humphrey

Aaron Humphrey, P.E.
Project Engineer

C.C. Greg Sistrunk (Keck+Wood)

# TREE CONSERVATION PLAN CHECKLIST

The tree survey, tree protection and/or tree replacement plan may be combined on a single sheet in a set of site development drawings submitted for review by the City of Hapeville. However, if the size of a proposed development site is large and an extensive amount of information needs to be conveyed, the tree plans may be submitted as separate drawings along with the Site Development Plans.

All tree conservation plan(s) submitted for review shall include the items listed below, as applicable. The City of Hapeville reserves the right to revise this checklist periodically as needed. A copy of this annotated checklist must be presented along with submittal of final tree plans for permitting. Additional information may be requested by City staff as required on a case-by-case basis. Additional review/comment may be necessary upon receipt of the information as indicated below.

1st Arborist Review - Not Approved
1.11.23 - contact teresa@tjschell.com

**General Requirements:**

_____X_____ 1. Plans prepared, stamped and signed by a Georgia registered Landscape Architect, Certified Arborist, Forester, or Surveyor.
_____ 2. Site area, plan scale, and magnetic north arrow.
_____ 3. Boundary survey/Property lines with topographic information, building setbacks, street/road rights-of-way, all applicable utility locations, and easements.
_____ 4. Name, address, and phone numbers of the owner/developer of the land, land surveyor, landscape architect, arborist, and/or civil engineer.
_____ 5. 24-hour emergency contact name and phone number.
_____ 6. Title block showing project name, Land Lot(s) and District locations.
_____ 7. Site location map.
_____ 8. Total site acreage, acreage of disturbed area, and limits of proposed land disturbance.
_____X_____ 9. Provide calculations showing compliance with the Density Factor using the following formula (See example below):

Revise accordingly once amended Arborist Report is submitted

Acreage x 100 Inches = Required Inches per Acre
**Example:** 1.2 Acres x 100 Inches = 120 Inches Required

The density factor shall be achieved through any combination of the following:

- counting existing Trees (inches measured at DBH) to be preserved with no impact to CRZ
- planting new Trees (minimum 2" Caliper) for lots that do not have the required 100 inches per acre

_____ 10. If applicable to this project, reference compliance with zoning stipulations/conditions as required by the Planning Commission and/or City Council and include the date(s) of relevant hearings. Stipulations related to tree plan must be listed on the plan.

_____ 11. The locations of any state waters - with associated buffers and the limits of any proposed disturbance

_____ 12.Other comments:

_____

---

**Tree Conservation Plan:**

_____ 1. Surveyed locations of all landmark-sized trees and their critical root zones (CRZ) labeled; inventoried by size, genus & species; and numbered on chart to correspond to tree numbers shown on plan. Show chart on plan.

_____ 2. Plan must show all existing trees 6" dbh or greater that are to be counted toward meeting density requirements; inventoried by size and species.

_____ 3. Locations of all landmark trees or stands of trees, and an indication whether they are to be removed or preserved. Minimum Size Criteria:

a. **27 Diameter at Breast Height (DBH)** - Oak, Beech, Ash, Blackgum, Sycamore, Hickory, Maple (does not include Silver Maple), Pecan, Walnut, Magnolia (does not include Bigleaf Magnolia), Persimmon, Sourwood, Cedar, Cypress or Redwood

b. **30 Diameter at Breast Height (DBH)** - Tulip Poplar, Sweet Gum, River Birch, Silver Maple or Pine

c. **10-inch Caliper at DBH** - American Holly, Dogwood, Redbud or other genus as determined by the City Arborist such as Bigleaf magnolia

_____ 6. Critical root zones (CRZs) of landmark trees are to be represented on the plan by a circle corresponding to the size of the CRZ, with a radius equal to 12x the diameter of the tree trunk.

_____ 7. No construction activity within the CRZs of preserved trees. CRZ must be free of any cut, fill, impervious cover or trenching activity.

_____ 8. Show all tree protection fence locations. Silt fence and other erosion control devices should not be located within tree save areas.

_____ 9. Show tree protection fence detail.

_____ 10. Note/graphically indicate the locations of staging areas for parking, materials storage, concrete washout, debris burn, tub grinding, and burial holes on the Tree Plan (i.e. outside of any tree save areas).

_____ 11. The locations of existing and proposed improvements on commercial sites that may affect tree preservation zones including, but not limited to, structures, driveways, paving, cut and fill areas, detention/stormwater quality ponds, buffers, utility lines/easements (underground and overhead), and easements (storm drainage and sanitary sewer).

See notes on plans regarding 3 Landmark trees

_____ 12. Landmark tree report prepared by ISA Certified Arborist, or registered forester. Report must include and/or accompany a site plan with locations of landmark trees, accurate size, genus & species, description of tree's condition, photographs to illustrate defects. (Digital format acceptable.)

_____ 13. This plan does not meet the spirit and intent of the City's Tree Conservation Ordinance. Discuss design alternatives with staff. Subject to further review and comment.

_____ 14. Other comments:

_____

_____

**Tree Replacement Plan:**

Revise as needed

_____ 1. Include chart for landmark-sized trees ***not in landmark condition*** that are removed with no recompense requirement. Trees numbered on chart must correspond to trees numbered in field.

_____ 2. Include chart for landmark-sized trees ***in landmark condition*** that are removed. Trees numbered on chart must correspond to trees numbered in field. ***Inch for inch replacement is required*** - use 4" cal. trees of comparable species at a rate equal to the inches (DBH) of the landmark tree removed.

**Example:** 32" DBH Oak / 4" = 8 (4" caliper) Oak Trees to be Planted

_____ 3. Show calculations for total inch for inch landmark tree replacements

_____ 4. Locations of all trees to be planted on site to meet density requirements.

_____ 5. Locations of all tree protection areas and tree protection fencing.

_____ 6. Replacement trees must be ecologically compatible with site. Replacement trees shall be of same or similar species as those trees removed when practical.

_____ 7. Trees proposed for replanting should be a species selected from the tree species list shown in Appendix A. Use of a species not shown on list is subject to approval by City staff.

_____ 8. Plant schedule/list showing the type of tree/plant material (common and botanical name), size, quantities, inch per tree, total inches, percent genus (not species), and the following planting notes:

a. All deciduous trees (does not include multi-trunk trees) to have straight, single leader, Healthy, Good Form

b. All deciduous trees (multi-trunk) to have a minimum of 3 equal size trunks, Healthy, Good Form

c. All evergreen trees to be Full to Ground, Healthy, Good Form

Even if there is no easement, do not plant trees on top of utilities

X _____ 9. Replacement tree planting within utility, storm drainage, sanitary sewer, or other types of easements is not acceptable. (Understory trees acceptable to Utility Company are allowed where there are existing overhead power (OHP) lines along road frontages)

_____ 10. Locations of all required undisturbed buffers, landscape strips, and landscape buffers. Permanent structures are not permitted in landscape strips/buffers (i.e. storm drainage structures, light fixtures, monument signs, etc.).

_____ 11. When **fewer than 10 trees** are proposed for replanting, **one species** may be specified.

_____ 12. When **10 to 50 trees** are proposed for replanting, a minimum of **3 species** of trees is required, with no one genus representing more than 30% of the total required replacement inches.

_____ 13. When **more than 50 trees** are proposed for replanting, a minimum of **5 species** of trees is required, with no one genus representing more than 30% of the total required replacement inches.

_____ 14. When 10 or more trees are to be planted, no single genus shall represent more than 30% of the required replacement inches. Show genus cap percentage on planting schedule.

_____ 15. Position parking lot trees to achieve maximum shading effect. Discuss the placement of trees to achieve greater energy conservation.

_____ 16. Show parking lot striping on the tree replacement plan.

_____ 17. Parking areas with 5 or more spaces require parking lot trees. Provide graphic representations/calculations for the following:

a. A sufficient number of 3" Caliper (minimum) Trees must be planted in interior portions of parking lots so that no parking space is more than fifty (50) feet from a parking lot Tree. Show a fifty-foot radius dashed circle for each Parking Lot Tree on Tree Replacement Plan to verify graphically. (See Appendix B).

b. Up to 20% of Parking Lot Trees may be planted along the perimeter of the parking lot.

c. Landscaped islands shall terminate each row of parking and all landscaped islands planted with Trees shall provide a minimum of 200 sf per Tree.

d. Light poles are not permitted in parking lot islands, peninsulas and medians unless they are a minimum of 20' from any planted Tree (See Appendix B).

_____ 19. Parking lot trees must be minimum 3” caliper and of a minimum height commensurate with species appropriate horticultural standards.

_____ 20. Parking lot lighting/light pole locations/underground electric lines should not be in conflict with tree planting areas. Light poles are not permitted in parking peninsulas, islands and medians where parking lot trees are proposed. Show light pole locations on tree replacement plan.

_____ 21. Minimum 50% of total replacement inches shall be overstory trees.

_____ 22. Show planting and staking details.

_____ 23. Note type of irrigation to be used.

- If hand-watering, show locations of hose bibs, water faucets, or quick couplers that will be used for this purpose.
- If an automatic irrigation system is proposed, provide note on plans.

_____ 24. This plan does not meet the spirit and intent of the City’s Tree Conservation Ordinance. Discuss design alternatives with staff. Subject to further review and comment.

_____ 25. Other comments:

_____

_____

**Tree Conservation Plan Notes:**

- The inches per acre shown on the Tree Preservation and/or Replacement Plan(s) must be verified prior to the issuance of the Certificate of Occupancy. Contact the City of Hapeville at 404-669-2120 to arrange a Site Inspection.

- All Tree Protection Devices must be installed and inspected prior to start of any Land Disturbing activity and shall be maintained until final landscaping is installed and Certificate of Occupancy is issued. Contact the City of Hapeville for an inspection.

- The site contractor shall coordinate service routing of all gas, telephone, and electrical lines with the appropriate utility company. All construction must comply with each utility's standards and specifications and not interfere with tree planting sites or existing trees to be preserved.

- Tree protection and replacement shall be enforced according to the City of Hapeville standards. Any field adjustments to tree protection device types or locations or substitutions of plant materials shown on the approved plans are subject to the review and approval of the City.

- All buffers shall be replanted to buffer standards where sparsely vegetated or where disturbed. Replantings are subject to City of Hapeville approval.

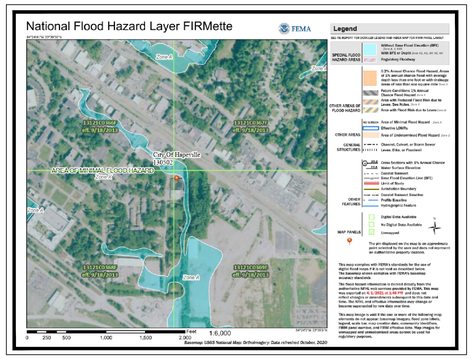
- A Maintenance Inspection of Trees will be performed after one (1) full Growing Season from the date of the Final Construction Inspection. Project Owners at the time of the Maintenance Inspection are responsible for Ordinance Compliance.

- Label at least one tree of each variety with a securely attached water-proof tag bearing legible designation of Botanical and Common Name.

SCHEMATIC DESIGN DRAWINGS
FOR

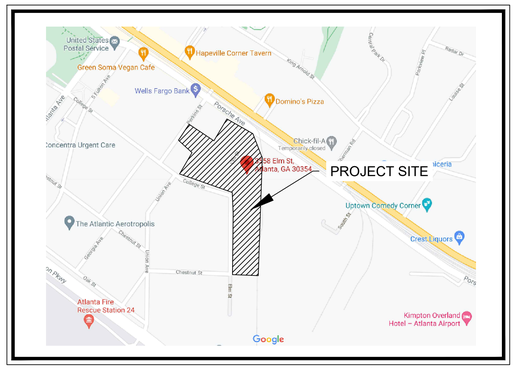
# MODERA HAPEVILLE

## 3558 ELM STREET HAPEVILLE, GA 30354




FEMA MAP

THE PROJECT SITE DOES LIE WITHIN FLOOD ZONE X AND A PER FIRM PANEL 13121C0368F DATED 09/18/2013.




VICINITY MAP

## PROJECT NARRATIVE:

THE PROPOSED PROJECT IS A MULTIFAMILY REDEVELOPMENT OF APPROXIMATELY 8.31 ACRES IN HAPEVILLE, GEORGIA.

THE PROPOSED PROJECT WILL CONSIST OF 300 RESIDENTIAL UNITS, AMENITIES, STREETSCAPE IMPROVEMENTS, SURFACE PARKING, UTILITY INFRASTRUCTURE, STORMWATER MANAGEMENT INFRASTRUCTURE.

## PROJECT CONTACTS

| | |
|---|---|
| APPLICANT: | MILL CREEK RESIDENTIAL<br>3715 NORTHSIDE PARKWAY NW<br>SUITE 2-440<br>ATLANTA, GA 30327<br>PHONE: 404-383-1142<br>CONTACT: PHIL CARSON |
| ARCHITECT: | DYNAMIK DESIGN<br>5901 PEACHTREE DUNWOODY RD<br>BUILDING C, SUITE 250<br>ATLANTA, GA 30328<br>PHONE: 678-506-8830<br>CONTACT: MELISSA SMITH |
| CIVIL ENGINEER: | KIMLEY-HORN & ASSOCIATES, INC.<br>817 WEST PEACHTREE STREET, NW<br>THE BILTMORE, SUITE 601<br>ATLANTA, GA 30308<br>PHONE: (404) 419-8700<br>CONTACT: CONNOR GALLOWAY, P.E. |
| SURVEYOR: | LOWERY & ASSOCIATES LAND SURVEYING, LLC<br>317 GRASSDALE ROAD<br>CARTERSVILLE, GA 30121<br>PHONE: 770-334-8186<br>CONTACT: MITCHELL LOWERY, RLS. |

ZONING: RMU

LANDLOT: 95, 96
DISTRICT: 14TH
FULTON COUNTY, GEORGIA

PROPERTY AREA 8.31 ACRES
DISTURBED AREA 8.82 ACRES

24-HOUR CONTACT
PHIL CARSON
MILL CREEK RESIDENTIAL
PHONE: 404-383-1142

## NOTES

1. ATTENTION IS DRAWN TO THE FACT THAT THE SCALE OF THESE DRAWINGS MAY HAVE BEEN DISTORTED DURING THE REPRODUCTION PROCESS. THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.
2. IF ANY CONFLICTS, DISCREPANCIES, OR ANY OTHER UNSATISFACTORY CONDITIONS ARE DISCOVERED, EITHER ON THE CONSTRUCTION DOCUMENTS OR FIELD CONDITIONS, THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY AND SHALL NOT COMMENCE FURTHER OPERATION UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE RESOLVED.
3. THE APPROVAL OF THESE PLANS AND THE ISSUANCE OF THIS LAND DISTURBANCE PERMIT DOES NOT IN ANY WAY SUGGEST THAT ALL OTHER REQUIREMENTS FOR THE LEGAL OR APPROPRIATE OPERATIONS FOR THIS ACTIVITY, WHICH MAY REQUIRE ADDITIONAL PERMITTING HAVE BEEN MET. THE ONUS IS ON THE OWNER/DEVELOPER/BUILDER TO DISCOVER WHAT ADDITIONAL PERMITTING OR APPROVALS MAY BE NECESSARY TO OPERATE FROM THIS POINT IN AN APPROPRIATE AND LEGAL MANNER. PLAN APPROVAL OR PERMIT ISSUANCE DOES NOT ABSOLVE THE APPLICANT FROM COMPLYING WITH ALL APPLICABLE LAWS, STANDARDS, OR OTHER PERMITS WHICH MAY BE REQUIRED FOR THIS PROJECT.

## SHEET INDEX


| SHEET # | SHEET NAME |
|---|---|
| C0-00 | COVER SHEET |
| - | SURVEY (BY OTHERS) |
| C1-00 | EXISTING CONDITIONS PLAN |
| C2-00 | OVERALL SITE PLAN |
| C3-00 | OVERALL GRADING PLAN |
| C3-10 | DRAINAGE PLANS |
| C4-00 | UTILITY PLANS |
| TCRP 1.0 | EXISTING TREE SURVEY |
| TCRP 2.0 | TREE REPLACEMENT PLAN |
| TCRP 3.0 | TREE REPLACEMENT PLAN |
| TCRP 4.0 | TREE CALCULATIONS |
| TCRP 5.0 | ARBORIST REPORT |
| CS-01 | COVER SHEET |
| SP-01 | ARCHITECTURAL SITE PLAN |
| A1-01 | BLDG TYPE A - LEVEL 01 |
| A1-02 | BLDG TYPE A - LEVELS 02 - 04 |
| A1-03 | BLDG TYPE B - LEVEL 01 |
| A1-04 | BLDG TYPE B - LEVELS 02 - 04 |
| A1-05 | BLDG TYPE C - LEVEL 01 |
| A1-06 | BLDG TYPE C - LEVELS 02 - 05 |
| A1-07 | CLUBHOUSE - LEVELS 01 - 02 |
| A1-09 | TRASH ENCLOSURE |
| A4-01 | BLDG TYPE A - ELEVATIONS |
| A4-02 | BLDG TYPE B - ELEVATIONS |
| A4-03 | BLDG TYPE C - ELEVATIONS |
| A4-03A | BLDG TYPE C - ELEVATIONS |
| A4-04 | CLUBHOUSE - ELEVATIONS |


GSWCC Georgia Soil and Water Conservation Commission
CONNOR R. GALLOWAY
Level II Certified Design Professional
Certification Number 0000078213
Issued: 08/30/2019 Expires: 08/30/2025

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

PRELIMINARY: NOT FOR CONSTRUCTION


Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
817 WEST PEACHTREE STREET NW, SUITE 601
ATLANTA, GEORGIA 30308
PHONE: (404) 419-8700
WWW.KIMLEY-HORN.COM


MILL CREEK
PEOPLE · PLACES · RELATIONSHIPS
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PARKWAY NW, SUITE 2-440
ATLANTA, GA 30327

CLIENT

| No. | REVISION DESCRIPTIONS | DATE | BY |
|---|---|---|---|
| | PLANNING COMMISSION SUBMITTAL | 12/13/2022 | CRG |

PROJECT
MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

GEORGIA REGISTERED No. PE043398 PROFESSIONAL ENGINEER CONNOR ROBERT GALLOWAY
12/13/2022

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000078213 |
| DRAWN BY | CRG |
| DESIGNED BY | CRG |
| REVIEWED BY | BWS |
| DATE | 07/28/2021 |
| PROJECT NO. | 019947031 |

TITLE
CIVIL COVER SHEET

SHEET NUMBER
C0-00

Drawing name: K:\AMT\CIVIL\019947031\Modera Hapeville\CAD Plan Sheets\C0-00 - CIVIL COVER SHEET.dwg C0-00 - CIVIL COVER SHEET Dec 13, 2022 12:18:7am b:\Wes.Biddle


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

NOTE: SEE ARBORIST'S TREE ASSESSMENT ON TPP5.0 FOR LANDMARK TREES.

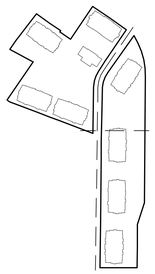
| LEGEND | |
|---|---|
| ⊙ | TREE TO BE SAVED |
| ⊗ | TREE TO BE REMOVED |
| ——— | CRITICAL ROOT ZONE |
| ——— | TREE PROTECTION FENCE |
| ——— | LIMITS OF DISTURBANCE |

TREE NOTES:
1) ALL TREE LOCATIONS ARE APPROXIMATE.
2) LIMIT OF DISTURBANCE MUST BE MARKED AND IDENTIFIED IN THE FIELD BY A SURVEYOR PRIOR TO CONSTRUCTION.
3)ALL TREES TO BE REMOVED MUST BE IDENTIFIED, MARKED, AND VERIFIED IN THE FIELD AFTER LIMIT OF DISTURBANCE HAS BEEN MARKED.

PROJECT ADDRESS:
3558 ELM STREET
HAPEVILLE, GA 30354

OWNER:
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY NW, 2-440
ATLANTA, GA 30327

SITE KEY:



NORTH

0 30 60 90 FT
SCALE: 1" = 30'

DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

b+C STUDIO
1320 Ellsworth Industrial Blvd, Suite A1400
Atlanta, Georgia 30318
Tel: 678.999.7991 | www.bcstudio.com

SEAL:

PROJECT NUMBER: 02-MCR HAP

3558 ELM STREET
HAPEVILLE, GA 30354

MODERA HAPEVILLE

CLIENT:
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | PLANNING COMMISSION | 12.13.22 |

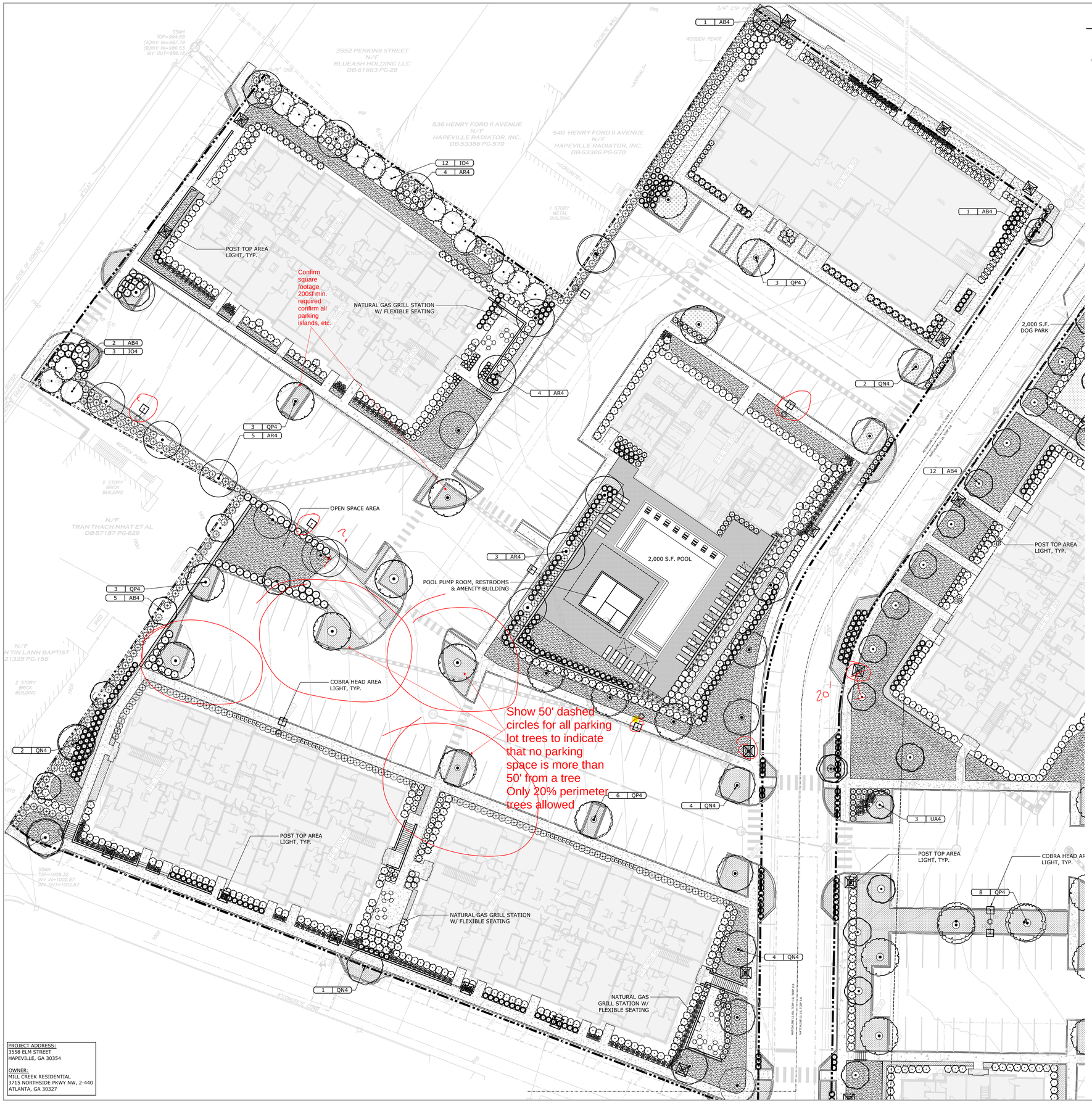
TITLE:

EXISTING TREE SURVEY

SHEET NUMBER:

TCRP 1.0

© 2020 DYNAMIK DESIGN




# PLANT SCHEDULE:

| TREES | CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SIZE | CAL |
|---|---|---|---|---|---|---|---|
| | AB4 | 9 | ACER BUERGERIANUM 'ABMTF' PP16,629 | AERYN TRIDENT MAPLE | B & B | 14'-15' HT | 4" CAL |
| | AR4 | 16 | ACER RUBRUM 'AUTUMN GLORY' | AUTUMN GLORY MAPLE | B & B | 15'-16' HT | 4" CAL |
| | IO4 | 15 | AMERICAN HOLLY | ILEX OPACA | B & B | 12' HT MIN. | 4" CAL |
| | QN4 | 13 | QUERCUS NUTTALLII SINGLE STRAIGHT TRUNK, DENSE, UNIFORM BRANCHING, MATCHED, LIMB UP 84" | NUTTALL OAK | B & B | 15'-16' HT | 4" CAL |
| | QP4 | 15 | QUERCUS PHELLOS SINGLE STRAIGHT TRUNK, DENSE, UNIFORM BRANCHING, MATCHED, LIMB UP 84" | WILLOW OAK | B & B | 15'-16' HT | 4" CAL |

| SHRUBS | CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SIZE | NA |
|---|---|---|---|---|---|---|---|
| | ABE3 | 92 | ABELIA X GRANDIFLORA 'ROSE CREEK' | ROSE CREEK ABELIA | 3 GAL | | |
| | AJG3 | 67 | AUCUBA JAPONICA 'GOLD DUST' | GOLD DUST AUCUBA | 3 GAL | | |
| | AIF7 | 55 | AZALEA INDICA 'FORMOSA' | FORMOSA AZALEA | 7 GAL | | |
| | AIMG3 | 29 | AZALEA INDICA 'MRS. G.G. GERBING' | MRS. G.G. GERBING AZALEA | 3 GAL | | |
| | AZA3 | 7 | AZALEA SATSUKI HYBRID 'FLAME CREEPER' | FLAME CREEPER AZALEA | 3 GAL | | |
| | BGM7 | 2 | BUXUS X 'GREEN MOUNTAIN' | GREEN MOUNTAIN BOXWOOD | B & B | 36"W X 36"H | |
| | CLJA7 | 112 | CLEYERA JAPONICA | CLEYERA | 3 GAL | | |
| | DIM3 | 141 | DISTYLIUM MYRICOIDES 'VINTAGE JADE' | DISTYLIUM | 3 GAL | | |
| | HMN7 | 28 | HYDRANGEA MACROPHYLLA 'NIKKO BLUE' | NIKKO BLUE HYDRANGEA | 7 GAL | | |
| | HPL3 | 14 | HYDRANGEA PANICULATA 'LIMELIGHT' TM | LIMELIGHT HYDRANGEA | 3 GAL | | |
| | ICN3 | 186 | ILEX CORNUTA 'NEEDLEPOINT' | NEDDLEPOINT HOLLY | 3 GAL | | |
| | ICS3 | 73 | ILEX CRENATA 'SOFT TOUCH' | SOFT TOUCH JAPANESE HOLLY | 7 GAL | | |
| | IPA7 | 70 | ILLICIUM PARVIFLORUM | ANISE TREE | 3 GAL | | |
| | LCB7 | 111 | LOROPETALUM CHINENSE RUBRUM 'BURGUNDY' | BURGUNDY LOROPETALUM | 7 GAL | | |
| | LOR3 | 25 | LOROPETALUM CHINENSE 'CRIMSON FIRE' | CRIMSON FIRE LOROPETALUM | 3 GAL | | |
| | LCP3 | 20 | LOROPETALUM CHINENSE 'PURPLE PIXIE' | PURPLE PIXIE LOROPETALUM | 3 GAL | | |
| | MSA3 | 258 | MISCANTHUS SINENSIS 'ADAGIO' | ADAGIO EULALIA GRASS | 3 GAL | | |
| | MUCA3 | 170 | MUHLENBERGIA CAPILLARIS | PINK MUHLY | 3 GAL | | |
| | PVN3 | 55 | PANICUM VIRGATUM 'NORTH WIND' | NORTHWIND SWITCH GRASS | 3 GAL | | |
| | PAL3 | 30 | PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE' TM | LITTLE SPIRE RUSSIAN SAGE | 3 GAL | | |
| | PLO7 | 136 | PRUNUS LAUROCERASUS 'OTTO LUYKEN' | OTTO LUYKEN LAUREL | 3 GAL | | |

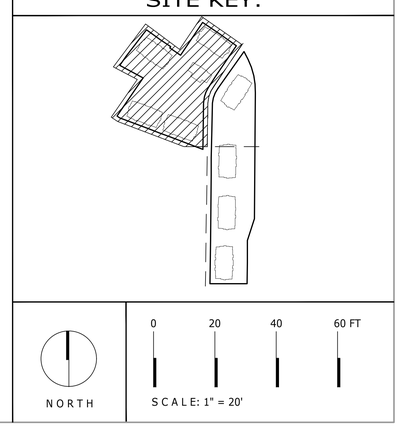
| GROUND COVERS | CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SPACING | NA |
|---|---|---|---|---|---|---|---|
| | AGO | 103 | ACORUS GRAMINEUS 'OGON' | GOLDEN VARIEGATED SWEETFLAG | 1 GAL | 15" O.C. | |
| | SOD | 10,771 SF | CYNODON DACTYLON | BERMUDA GRASS | SOD | | |
| | FGL | 172 | FESTUCA GLAUCA | BLUE FESCUE | 1 GAL | 12" O.C. | |
| | LIR | 3,688 | LIRIOPE MUSCARI 'SUPER BLUE' | SUPER BLUE LIRIOPE | 1 GAL | 15' O. C. | |
| | LYS | 113 | LYSIMACHIA NUMMULARIA 'AUREA' | GOLDEN CREEPING JENNY | 4" POT | 12" O.C. | |
| | OJA | 43 | OPHIOPOGON JAPONICUS | MONDO GRASS | 4" POT | 15" O.C. | |
| | TAA | 87 | TRACHELOSPERMUM ASIATICUM 'ASIATIC' | ASIATIC JASMINE | 4" POT | 15" O.C. | |

**ADD LARGE BOLD NOTES TO ALL SHEETS:**

**TREES WILL NOT BE PLANTED WITHIN 5' OF ANY STORM LINES, GAS LINES, ELECTRIC LINES, OR ANY OTHER UTILITIES. THIS DOES NOT REMOVE REQUIREMENTS TO PLANT REQUIRED TREES**

**TREES WILL BE PLANTED A MINIMUM FROM ALL BUILDINGS**

## SITE KEY:

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DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-508-8830
DYNAMIKDESIGN.COM

CONSULTANT:
b+C STUDIO
1320 Ellsworth Industrial Blvd, Suite A1400
Atlanta, Georgia 30318
Tel: 678.399.7591 | www.bcstudio.com

SEAL:

PROJECT NUMBER: 02-MCR HAP

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | PLANNING COMMISSION | 12.13.22 |

TITLE:

TREE REPLACEMENT PLAN

SHEET NUMBER:

TCRP 2.0

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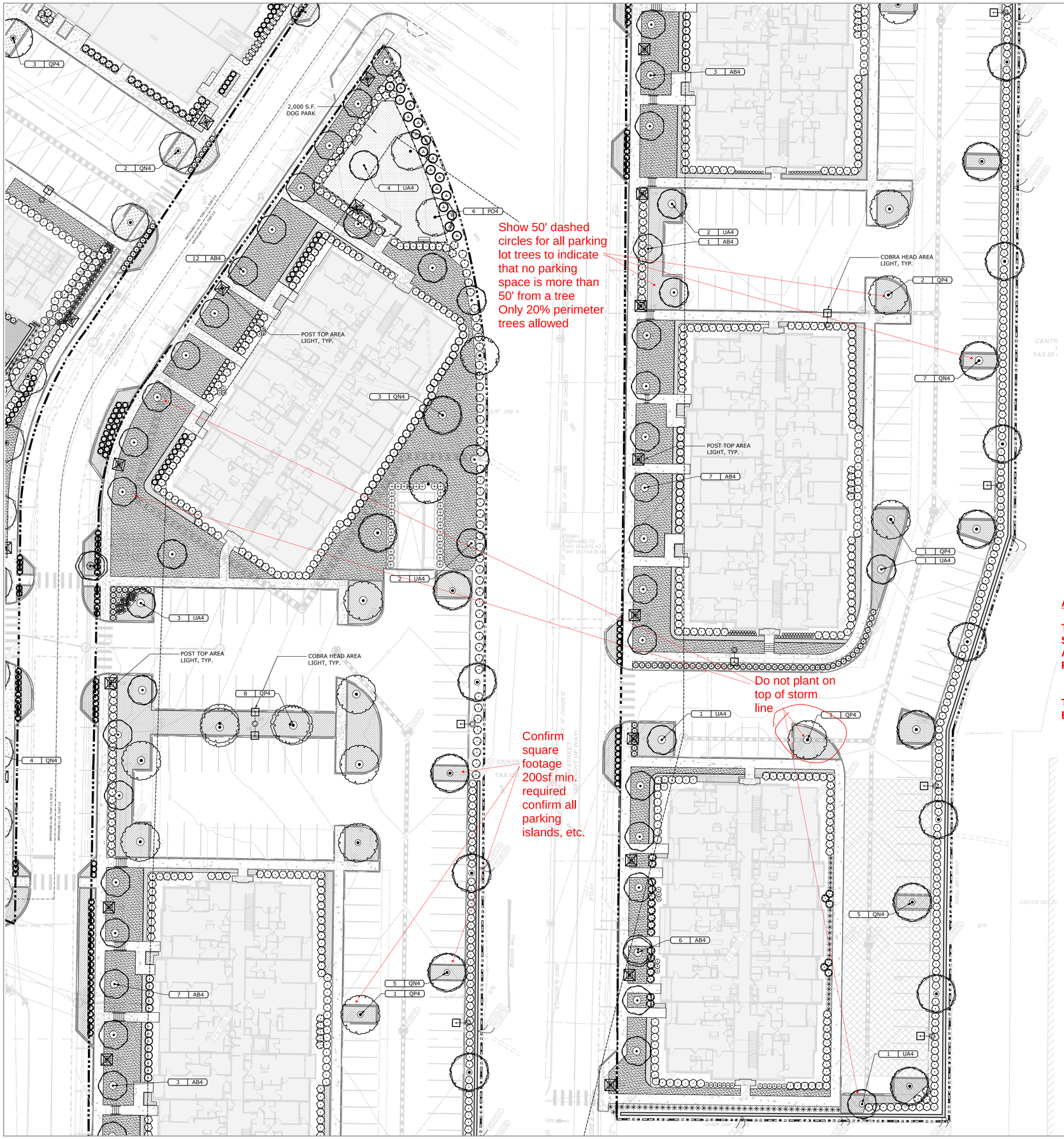



## PLANT SCHEDULE:

| TREES | CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SIZE | CAL |
|---|---|---|---|---|---|---|---|
| | AB4 | 34 | ACER BUERGERIANUM `ABMTF` PP16,629 | AERYN TRIDENT MAPLE | B & B | 14`-15` HT | 4" CAL |
| | PO4 | 4 | PLATANUS OCCIDENTALIS | AMERICAN SYCAMORE | B & B | 14` HT MIN. | 4" CAL |
| | QN4 | 19 | QUERCUS NUTTALLII SINGLE STRAIGHT TRUNK, DENSE, UNIFORM BRANCHING, MATCHED, LIMB UP 84" | NUTTALL OAK | B & B | 15`-16` HT | 4" CAL |
| | QP4 | 13 | QUERCUS PHELLOS SINGLE STRAIGHT TRUNK, DENSE, UNIFORM BRANCHING, MATCHED, LIMB UP 84" | WILLOW OAK | B & B | 15`-16` HT | 4" CAL |
| | UA4 | 14 | ULMUS ALATA | WINGED ELM | B & B | 14` HT MIN. | 4" CAL |
| SHRUBS | CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SIZE | NA |
| | AIMG3 | 23 | AZALEA INDICA `MRS. G.G. GERBING` | MRS. G.G. GERBING AZALEA | 3 GAL | | |
| | AZA3 | 20 | AZALEA SATSUKI HYBRID `FLAME CREEPER` | FLAME CREEPER AZALEA | 3 GAL | | |
| | CLIA7 | 32 | CLEYERA JAPONICA | CLEYERA | 3 GAL | | |
| | DIM3 | 60 | DISTYLIUM MYRICOIDES `VINTAGE JADE` | DISTYLIUM | 3 GAL | | |
| | HMN7 | 28 | HYDRANGEA MACROPHYLLA `NIKKO BLUE` | NIKKO BLUE HYDRANGEA | 7 GAL | | |
| | HPL3 | 25 | HYDRANGEA PANICULATA `LIMELIGHT` TM | LIMELIGHT HYDRANGEA | 3 GAL | | |
| | ICS3 | 63 | ILEX CRENATA `SOFT TOUCH` | SOFT TOUCH JAPANESE HOLLY | 7 GAL | | |
| | IPA7 | 58 | ILLICIUM PARVIFLORUM | ANISE TREE | 3 GAL | | |
| | LCB7 | 283 | LOROPETALUM CHINENSE RUBRUM `BURGUNDY` | BURGUNDY LOROPETALUM | 7 GAL | | |
| | LOR3 | 144 | LOROPETALUM CHINENSE `CRIMSON FIRE` | CRIMSON FIRE LOROPETALUM | 3 GAL | | |
| | MSA3 | 110 | MISCANTHUS SINENSIS `ADAGIO` | ADAGIO EULALIA GRASS | 3 GAL | | |
| | MUCA3 | 10 | MUHLENBERGIA CAPILLARIS | PINK MUHLY | 3 GAL | | |
| | PVN3 | 64 | PANICUM VIRGATUM `NORTH WIND` | NORTHWIND SWITCH GRASS | 3 GAL | | |
| | PEN3 | 67 | PENNISETUM ALOPECUROIDES `LITTLE BUNNY` | LITTLE BUNNY FOUNTAIN GRASS | 3 GAL | | |
| | PCB15 | 18 | PRUNUS CAROLINIANA `BRIGHT `N TIGHT` TM | BRIGHT `N TIGHT CAROLINA LAUREL | 15 GAL | | |
| | PLO7 | 98 | PRUNUS LAUROCERASUS `OTTO LUYKEN` | OTTO LUYKEN LAUREL | 3 GAL | | |
| | THU | 46 | THUJA OCCIDENTALIS `EMERALD` | EMERALD ARBORVITAE | B & B | 6` HT | |
| GROUND COVERS | CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SPACING | NA |
| | AGO | 605 | ACORUS GRAMINEUS `OGON` | GOLDEN VARIEGATED SWEETFLAG | 1 GAL | 15" O.C. | |
| | SOD | 18,803 SF | CYNODON DACTYLON | BERMUDA GRASS | SOD | | |
| | LIR | 7,059 | LIRIOPE MUSCARI `SUPER BLUE` | SUPER BLUE LIRIOPE | 1 GAL | 15` O. C. | |

**ADD LARGE BOLD NOTES TO ALL SHEETS:**

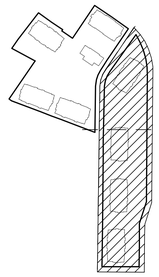
**TREES WILL NOT BE PLANTED WITHIN 5' OF ANY STORM LINES, GAS LINES, ELECTRIC LINES, OR ANY OTHER UTILITIES. THIS DOES NOT REMOVE REQUIREMENTS TO PLANT REQUIRED TREES**

**TREES WILL BE PLANTED A MINIMUM FROM ALL BUILDINGS**

PROJECT ADDRESS:
3558 ELM STREET
HAPEVILLE, GA 30354

OWNER:
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY NW, 2-440
ATLANTA, GA 30327

## SITE KEY:



NORTH

0 20 40 60 FT

SCALE: 1" = 20'

DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

b+C STUDIO
1320 Ellsworth Industrial Blvd, Suite A-100
Atlanta, Georgia 30318
Tel: 678.990.7991 | www.bcstudio.com

SEAL:

PROJECT NUMBER: 02-MCR HAP

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TITLE:

TREE REPLACEMENT PLAN

SHEET NUMBER:

TCRP 3.0

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Provide additional photos of trees # 39, 41, and 43 or add additional 91" to recompense

TREE CALCULATION NOTES:

1) TREE DENSITY REQUIRED IS 100 INCHES PER ACRE.
   8.15 TOTAL ACREAGE X 100 = 815 TREE INCHES
2) LANDMARK TREE INCHES DESTROYED = 236*
3) ADJUSTED SITE DENSITY REQUIRED, INCLUDING LANDMARK RECOMPENSE = 1,051 INCHES (815" + 236")
4) REPLACEMENT TREE INCHES PROVIDE = 624"
5) SAVED TREE INCHES = 0"
6) TREE DENSITY DEFICIT: 1,051" - 236" - 388" = 427"
7) NON-RECOMPENSE MITIGATION FEE:
   $150 PER INCH x 427 INCHES = **$64,050 IN RECOMPENSE OWED**

Exceeds genus cap - 30% max revise

TREES

| Code | Quantity | % of Total | Botanical | Common | Cont | Size | Caliper | Total Inches |
|---|---|---|---|---|---|---|---|---|
| AB4 | 46 | 29.5% | ACER BUERGERIANUM `ABMTF` PP16,629 | AERYN TRIDENT MAPLE | B & B | 14`-15` HT | 4 | 184 |
| AB4 | 17 | 10.9% | ACER RUBRUM `AUTUMN GLORY` | AUTUMN GLORY MAPLE | B & B | 15`-16` HT | 4 | 68 |
| IO4 | 15 | 9.6% | ILEX OPACA | AMERICAN HOLLY | B & B | 12` HT MIN. | 4 | 60 |
| PO4 | 4 | 2.6% | PLATANUS OCCIDENTALIS | AMERICAN SYCAMORE | B & B | 14` HT MIN. | 4 | 16 |
| QN4 | 32 | 20.5% | QUERCUS NUTTALLII | NUTTALL OAK | B & B | 15`-16` HT | 4 | 128 |
| QP4 | 28 | 17.9% | QUERCUS PHELLOS | WILLOW OAK | B & B | 15`-16` HT | 4 | 112 |
| UA4 | 14 | 9.0% | ULMUS ALATA | WINGED ELM | B & B | 14` HT MIN. | 4 | 56 |
| | | | | | | | | |
| **Trees Planted** | **156** | **100.0%** | | | | | | |
| **Total Inches Planted** | | | | | | | | **624** |
| **Landmark Tree Inches Destroyed** | | | | | | | | **236** |
| **Landmark Tree Inches Determined to be DDS in the Provided Arborist Report** | | | | | | | | **363** |
| **ROW Tree Inches Destroyed** | | | | | | | | **87** |
| **Inches Toward Landmark Recompense** | | | | | | | | **236** |
| **Inches Toward Site Density Req. (100 in./acre) (624 inches - 236 inches)** | | | | | | | | **388** |
| **Site Density Required (inches) ((8.15 acres x 100 inches/acre)) + 236 inches in landmark recompense** | | | | | | | | **1051** |
| **Site Density Defecit (inches) (1,051 inches required - 236 recompense inches planted - 388 inches planted for density)** | | | | | | | | **427** |

TREE CONSERVATION PLAN NOTES:

1. THE INCHES PER ACRE SHOWN ON THE TREE PRESERVATION AND/OR REPLACEMENT PLAN(S) MUST BE VERIFIED PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY. CONTACT THE CITY OF HAPEVILLE AT 404-669-2120 TO ARRANGE A SITE INSPECTION.
2. ALL TREE PROTECTION DEVICES MUST BE INSTALLED AND INSPECTED PRIOR TO START OF ANY LAND DISTURBING ACTIVITY AND SHALL BE MAINTAINED UNTIL FINAL LANDSCAPING IS INSTALLED AND CERTIFICATE OF OCCUPANCY IS ISSUED. CONTACT THE CITY OF HAPEVILLE FOR AN INSPECTION.
3. THE SITE CONTRACTOR SHALL COORDINATE SERVICE ROUTING OF ALL GAS, TELEPHONE, AND ELECTRICAL LINES WITH THE APPROPRIATE UTILITY COMPANY. ALL CONSTRUCTION MUST COMPLY WITH EACH UTILITY'S STANDARDS AND SPECIFICATIONS AND NOT INTERFERE WITH TREE PLANTING SITES OR EXISTING TREES TO BE PRESERVED.
4. TREE PROTECTION AND REPLACEMENT SHALL BE ENFORCED ACCORDING TO THE CITY OF HAPEVILLE STANDARDS. ANY FIELD ADJUSTMENTS TO TREE PROTECTION DEVICE TYPES OR LOCATIONS OR SUBSTITUTIONS OF PLANT MATERIALS SHOWN ON THE APPROVED PLANS ARE SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY.
5. ALL BUFFERS SHALL BE REPLANTED TO BUFFER STANDARDS WHERE SPARSELY VEGETATED OR WHERE DISTURBED. REPLANTINGS ARE SUBJECT TO CITY OF HAPEVILLE APPROVAL.
6. A MAINTENANCE INSPECTION OF TREES WILL BE PERFORMED AFTER ONE (1) FULL GROWING SEASON FROM THE DATE OF THE FINAL CONSTRUCTION INSPECTION. PROJECT OWNERS AT THE TIME OF THE MAINTENANCE INSPECTION ARE RESPONSIBLE FOR ORDINANCE COMPLIANCE.
7. LABEL AT LEAST ONE TREE OF EACH VARIETY WITH A SECURELY ATTACHED WATER-PROOF TAG BEARING LEGIBLE DESIGNATION OF BOTANICAL AND COMMON NAME.
8. TREES AND PLANTS SELECTED FOR PLANTING MUST MEET THE MINIMUM REQUIREMENTS AS PROVIDED IN THE "AMERICAN STANDARD FOR NURSERY STOCK" (ANSI STANDARDS LATEST EDITION).
9. TREE PLANTING MAY BE DELAYED UP TO SIX (6) MONTHS IN THE CASE OF UNFAVORABLE CLIMATE CONDITIONS (DROUGHT, FLOOD, EXTREME HEAT OR COLD). PROPERTY OWNERS MUST PROVIDE THE CITY WITH A PERFORMANCE BOND THAT IDENTIFIES A TARGET DATE FOR WHEN THE REQUIRED NUMBERS, SIZES, AND SPECIES OF TREES WILL BE PLANTED TO MEET THE REQUIREMENTS OF THIS ORDINANCE.
10. EVERY DEVELOPMENT WITHIN THE CITY IS REQUIRED TO UNDERGO LANDSCAPE INSPECTION BY THE CITY'S DESIGNATED AGENT PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY. THE INSPECTION WILL DETERMINE WHETHER THE TREE PRESERVATION AND/OR REPLACEMENT PLAN HAS BEEN IMPLEMENTED AS REQUIRED BY THIS ORDINANCE.

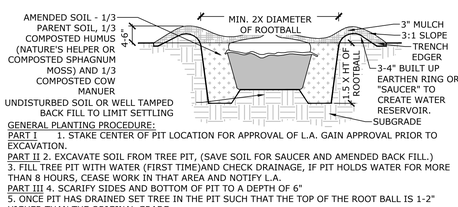
**LANDSCAPE CONTRACTOR NOTE:**
CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT FOR FINAL TREE SELECTIONS AND TAGGING.
COORDINATION NEEDED FOR SUFFICIENT LEAD TIME AND SCHEDULING OF TREE TAGGING.
LA TO TAG ALL TREES FROM NURSERY PRIOR TO ORDERING.
CONTACT LA WITH QUESTIONS

NOTES:
1. ALL DECIDUOUS TREES (DOES NOT INCLUDE MULTI-TRUNK TREES) TO HAVE STRAIGHT, SINGLE LEADER, HEALTHY, GOOD FORM.
2. ALL DECIDUOUS TREES (MULTI-TRUNK) TO HAVE A MINIMUM OF 3 EQUAL SIZE TRUNKS, HEALTHY, GOOD FORM.
3. ALL EVERGREEN TREES TO BE FULL TO GROUND, HEALTHY, GOOD FORM.

TREE NOTES:
1) ALL TREE LOCATIONS ARE APPROXIMATE.
2) LIMIT OF DISTURBANCE MUST BE MARKED AND IDENTIFIED IN THE FIELD BY A SURVEYOR PRIOR TO CONSTRUCTION.
3)ALL TREES TO BE REMOVED MUST BE IDENTIFIED, MARKED, AND VERIFIED IN THE FIELD AFTER LIMIT OF DISTURBANCE HAS BEEN MARKED.
4) TREES REMOVED OUTSIDE OF TREE PROTECTION FENCE ARE TO BE REMOVED BY HAND WITH MINIMAL DISTURBANCE PER ARBORIST REQUEST.

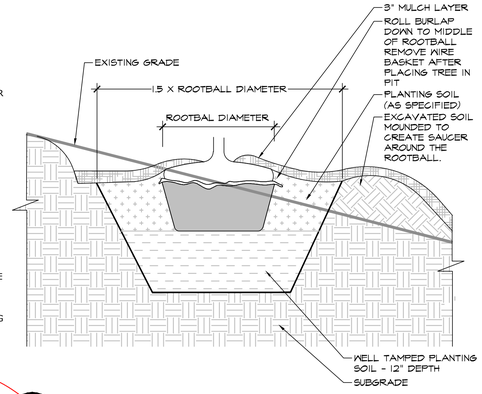
IRRIGATION NOTES:
1) ALL IRRIGATION IS TO BE DESIGN BUILD AND TO PROVIDE 100% COVERAGE OF ALL LANDSCAPE MATERIAL.
2) CIVIL TO LOCATE WATER METER.
3) IRRIGATION DESIGNER TO ADHERE TO ALL LOCAL JURISDICTION CODE REQUIREMENTS.
4) LANDSCAPE CONTRACTOR TO FIELD ADJUST ALL SPRAY HEADS AND DRIP LINES AS NEEDED TO ENSURE FULL COVERAGE AND ELIMINATE OVERSPRAY ONTO ADJEACENT WALKS AND ROADS.
5) FINAL CONTROL BOX AND METER LOCATIONS TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO IRRIGATION INSTALLATION.

TYPICAL STREETSCAPE CROSS-SECTION



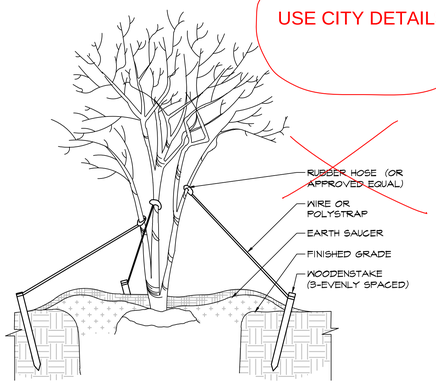

GENERAL PLANTING PROCEDURES
PART I 1. STAKE CENTER OF PIT LOCATION FOR APPROVAL OF L.A. GAIN APPROVAL PRIOR TO EXCAVATION.
PART II 2. EXCAVATE SOIL FROM TREE PIT, (SAVE SOIL FOR SAUCER AND AMENDED BACK FILL.)
3. FILL TREE PIT WITH WATER (FIRST TIME)AND CHECK DRAINAGE, IF PIT HOLDS WATER FOR MORE THAN 8 HOURS, CEASE WORK IN THAT AREA AND NOTIFY L.A.
PART III 4. SCARIFY SIDES AND BOTTOM OF PIT TO A DEPTH OF 6"
5. ONCE PIT HAS DRAINED SET TREE IN THE PIT SUCH THAT THE TOP OF THE ROOT BALL IS 1-2" HIGHER THAN THE ORIGINAL GRADE.
6. ADJUST THE TREE CANOPY SO THAT THE BEST SIDE FACES THE MOST PROMINENT VIEWING DIRECTION (IF APPLICABLE). FOR TREES AGAINST BUILDINGS, ETC THE BEST SIDE SHALL FACE THE PEDESTRIAN APPROACHES.
7. CUT WIRE BASKET FROM ROOT BALL(IF APPLICABLE) BY SLIGHTLY TIPPING TREE IN THE PIT FROM SIDE TO SIDE AND MAKING THREE (3) OR MORE CUTS DOWN THE BASKET. REMOVE ALL OF THE WIRE BASKET COMPLETELY. TIP THE TREE BY TRUNK TO PULL OUT THE BOTTOM PART OF THE BASKET.
8. LEVEL THE TREE TRUNK
9. ADD WATER TO THE PIT AND BEGIN TO BACK FILL WITH AMENDED SOIL.
10. USING A SHOVEL OR PROBE TAMP THE SOIL LIGHTLY AROUND THE ROOTBALL. CONTINUE ADDING SOIL AND WATER AND MOVING AROUND THE ROOTBALL UNTIL THE PIT IS FILLED.
11. CONSTRUCT SOIL SAUCED FROM EXCAVATED MATERIALS.
12. CONSTRUCT NEAT TRENCH EDGE AROUND SAUCER AND COVER ENTIRE PIT AND SAUCER WITH MULCH.
13. STAKE TREE AS REQUIRED.

4 TREE PLANTING
SCALE: NTS

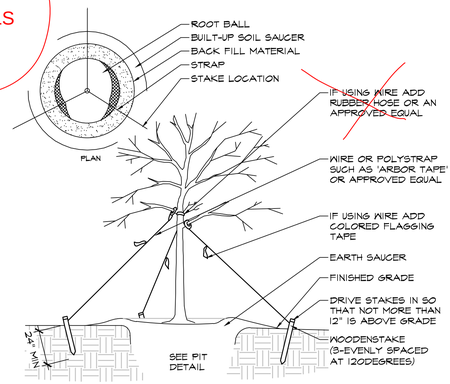



2 TREE PLANTING ON SLOPE
SCALE: NTS

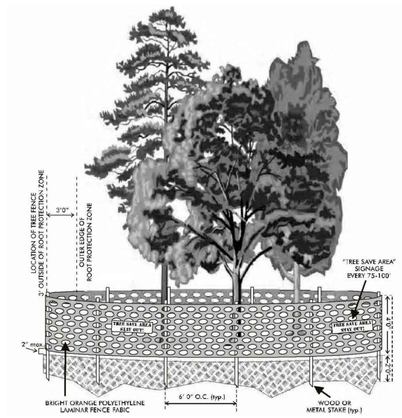
USE CITY DETAILS




3 MULTI-TRUNK STAKING
SCALE: NTS




1 SINGLE TRUNK STAKING
SCALE: NTS




TREE PROTECTION FENCING

What does DDS stand for?

EXISTING TREE TABLE

| TREE # | DBH | SPECIES | CONDITION | LANDMARK TREE | ROW TREE | DDS INCHES |
|---|---|---|---|---|---|---|
| 1 | 12 | HARDWOOD | DESTROYED | | | |
| 2 | 10 | HARDWOOD | DESTROYED | | | |
| 3 | 24 | HARDWOOD | DESTROYED | | | |
| 4 | 18 | HARDWOOD | DESTROYED | | | |
| 5 | 16 | HARDWOOD | DESTROYED | | | |
| 6 | 20 | HARDWOOD | DESTROYED | | | |
| 7 | 20 | HARDWOOD | DESTROYED | | | |
| 8 | 22 | HARDWOOD | DESTROYED | | | |
| 9 | 24 | HARDWOOD | DESTROYED | | | |
| 10 | 20 | HARDWOOD | DESTROYED | | | |
| 11 | 8 | HARDWOOD | DESTROYED | | | |
| 12 | 8 | HARDWOOD | DESTROYED | | | |
| 13 | 24 | HARDWOOD | DESTROYED | | | |
| 14 | 10 | HARDWOOD | DESTROYED | | | |
| 15 | 14 | HARDWOOD | DESTROYED | | | |
| 16 | 15 | HARDWOOD | DESTROYED | | | |
| 17 | 15 | HARDWOOD | DESTROYED | | | |
| 18 | 12 | HARDWOOD | DESTROYED | | | |
| 19 | 14 | HARDWOOD | DESTROYED | | | |
| 20 | 10 | DOGWOOD | ***POOR-DESTROYED*** | | | 10 |
| 21 | 8 | HARDWOOD | DESTROYED | | YES | |
| 22 | 8 | HARDWOOD | DESTROYED | | YES | |
| 23 | 8 | HARDWOOD | DESTROYED | | YES | |
| 24 | 12 | HARDWOOD | DESTROYED | | YES | |
| 25 | 12 | HARDWOOD | DESTROYED | | YES | |
| 26 | 12 | HARDWOOD | DESTROYED | | YES | |
| 27 | 8 | HARDWOOD | DESTROYED | | | |
| 28 | 48 | BLACKGUM | ***POOR-DESTROYED*** | | | 48 |
| 29 | 8 | HARDWOOD | DESTROYED | | | |
| 30 | 12 | HARDWOOD | DESTROYED | | | |
| 31 | 42 | S. RED OAK | ***POOR-DESTROYED*** | | | 42 |
| 32 | 8 | HARDWOOD | DESTROYED | | | |
| 33 | 30 | HARDWOOD | ***DEAD-DESTROYED*** | | | 30 |
| 34 | 10 | HARDWOOD | DESTROYED | | | |
| 35 | 15 | HARDWOOD | DESTROYED | | | |
| 36 | 8 | HARDWOOD | DESTROYED | | | |
| 37 | 18 | HARDWOOD | DESTROYED | | | |
| 38 | 18 | HARDWOOD | DESTROYED | | | |
| 39 | 30 | S. RED OAK | ***POOR-DESTROYED*** | | | 30 |
| 40 | 18 | HARDWOOD | DESTROYED | | | |
| 41 | 29 | S. RED OAK | ***POOR-DESTROYED*** | | | 29 |
| 42 | 30 | PECAN | ***POOR-DESTROYED*** | | | 30 |
| 43 | 32 | S. RED OAK | ***POOR-DESTROYED*** | | | 32 |
| 44 | 30 | PECAN | ***POOR-DESTROYED*** | | | 30 |
| 45 | 30 | S. RED OAK | ***POOR-DESTROYED*** | | | 30 |
| 46 | 8 | HARDWOOD | DESTROYED | | | |
| 47 | 8 | HARDWOOD | DESTROYED | | | |
| 48 | 12 | HARDWOOD | DESTROYED | | | |
| 49 | 8 | HARDWOOD | DESTROYED | | | |
| 50 | 8 | HARDWOOD | DESTROYED | | | |
| 51 | 14 | HARDWOOD | DESTROYED | | | |
| 52 | 30 | WILLOW OAK | FAIR-DESTROYED | YES | | |
| 53 | 34 | HARDWOOD | DESTROYED | | | |
| 54 | 36 | POST OAK | FAIR-DESTROYED | YES | | |
| 55/56 | 34 | POST OAK | FAIR-DESTROYED | YES | | |
| 57 | 10 | DOGWOOD | GOOD-DESTROYED | YES | | |
| 58 | 8 | HARDWOOD | DESTROYED | | | |
| 59 | 28 | PECAN | FAIR-DESTROYED | YES | | |
| 60 | 10 | HARDWOOD | DESTROYED | | | |
| 61 | 10 | HARDWOOD | DESTROYED | | | |
| 62 | 8 | HARDWOOD | DESTROYED | | | |
| 63 | 8 | HARDWOOD | DESTROYED | | | |
| 64 | 10 | HARDWOOD | DESTROYED | | | |
| 65 | 15 | HARDWOOD | DESTROYED | | | |
| 66 | 14 | HARDWOOD | DESTROYED | | | |
| 67 | 12 | HARDWOOD | DESTROYED | | | |
| 68 | 12 | HARDWOOD | DESTROYED | | | |
| 69 | 8 | HARDWOOD | DESTROYED | | | |
| 70 | 12 | HARDWOOD | DESTROYED | | | |
| 71 | 24 | HARDWOOD | DESTROYED | | | |
| 72 | 26 | HARDWOOD | DESTROYED | | | |
| 73 | 8 | HARDWOOD | DESTROYED | | | |
| 74 | 8 | HARDWOOD | DESTROYED | | | |
| 75 | 16 | HARDWOOD | DESTROYED | | | |
| 76 | 15 | POPLAR | DESTROYED | | | |
| 77 | 24 | HARDWOOD | DESTROYED | | | |
| 78 | 20 | HARDWOOD | DESTROYED | | | |
| 79 | 52 | WATER OAK | ***POOR-DESTROYED*** | | | 52 |
| 80 | 22 | HARDWOOD | DESTROYED | | | |
| 81 | 24 | HARDWOOD | DESTROYED | | | |
| 82 | 18 | HARDWOOD | DESTROYED | | | |
| 83 | 14 | HARDWOOD | DESTROYED | | | |
| 84 | 17 | HARDWOOD | DESTROYED | | | |
| 85 | 15 | HARDWOOD | DESTROYED | | | |
| 86 | 22 | HARDWOOD | DESTROYED | | | |
| 87 | 16 | HARDWOOD | DESTROYED | | | |
| 88 | 12 | HARDWOOD | DESTROYED | | | |
| 89 | 16 | HARDWOOD | DESTROYED | | | |
| 90 | 14 | HARDWOOD | DESTROYED | | | |
| 91 | 15 | HARDWOOD | DESTROYED | | | |
| 92 | 8 | HARDWOOD | DESTROYED | | | |
| 93 | 11 | HARDWOOD | DESTROYED | | | |
| 94 | 12 | HARDWOOD | DESTROYED | | | |
| 95 | 20 | HARDWOOD | DESTROYED | | | |
| 96 | 8 | HARDWOOD | DESTROYED | | | |
| 97 | 10 | HARDWOOD | DESTROYED | | | |
| 98 | 8 | HARDWOOD | DESTROYED | | | |
| 99 | 16 | POPLAR | DESTROYED | | | |
| 100 | 8 | HARDWOOD | DESTROYED | | | |
| 101 | 10 | HARDWOOD | DESTROYED | | | |
| 102 | 8 | HARDWOOD | DESTROYED | | | |
| 103 | 8 | HARDWOOD | DESTROYED | | | |
| 104 | 8 | HARDWOOD | DESTROYED | | | |
| 105 | 8 | HARDWOOD | DESTROYED | | | |
| 106 | 8 | HARDWOOD | DESTROYED | | | |
| 107 | 14 | HARDWOOD | DESTROYED | | | |
| 108 | 14 | HARDWOOD | DESTROYED | | | |
| 109 | 12 | HARDWOOD | DESTROYED | | | |
| 110 | 8 | HARDWOOD | DESTROYED | | | |
| 111 | 8 | HARDWOOD | DESTROYED | | | |
| 112 | 8 | HARDWOOD | DESTROYED | | | |
| 113 | 8 | HARDWOOD | DESTROYED | | | |
| 114 | 16 | HARDWOOD | DESTROYED | | | |
| 115 | 9 | HARDWOOD | DESTROYED | | | |
| 116 | 8 | HARDWOOD | DESTROYED | | | |
| 117 | 15 | HARDWOOD | DESTROYED | | | |
| 118 | 15 | HARDWOOD | DESTROYED | | | |
| 119 | 10 | HARDWOOD | DESTROYED | | | |
| 120 | 10 | HARDWOOD | DESTROYED | | | |
| 121 | 8 | HARDWOOD | DESTROYED | | | |
| 122 | 8 | HARDWOOD | DESTROYED | | | |
| 123 | 8 | HARDWOOD | DESTROYED | | | |
| 124 | 32 | SUGAR HACKBERRY | GOOD-DESTROYED | YES | | |
| 125 | 24 | HARDWOOD | DESTROYED | | | |
| 126 | 12 | HARDWOOD | DESTROYED | | | |
| 127 | 10 | HARDWOOD | DESTROYED | | | |
| 128 | 12 | HARDWOOD | DESTROYED | | | |
| 129 | 8 | HARDWOOD | DESTROYED | | | |
| 130 | 12 | HARDWOOD | DESTROYED | | | |
| 131 | 12 | HARDWOOD | DESTROYED | | | |
| 132 | 8 | HARDWOOD | DESTROYED | | | |
| 133 | 8 | HARDWOOD | DESTROYED | | | |
| 134 | 8 | HARDWOOD | DESTROYED | | | |
| 135 | 8 | HARDWOOD | DESTROYED | | | |
| 136 | 10 | HARDWOOD | DESTROYED | | | |
| 137 | 12 | HARDWOOD | DESTROYED | | | |
| 138 | 8 | HARDWOOD | DESTROYED | | | |
| 139 | 12 | HARDWOOD | DESTROYED | | | |
| 140 | 8 | HARDWOOD | DESTROYED | | | |
| 141 | 8 | HARDWOOD | DESTROYED | | | |
| 142 | 12 | HARDWOOD | DESTROYED | | | |
| 143 | 12 | HARDWOOD | DESTROYED | | | |
| 144 | 8 | HARDWOOD | DESTROYED | | | |
| 145 | 14 | HARDWOOD | DESTROYED | | | |
| 146 | 12 | HARDWOOD | DESTROYED | | | |
| 147 | 14 | HARDWOOD | DESTROYED | | | |
| 148 | 12 | HARDWOOD | DESTROYED | | | |
| 149 | 8 | HARDWOOD | DESTROYED | | | |
| 150 | 8 | HARDWOOD | DESTROYED | | | |
| 151 | 14 | HARDWOOD | DESTROYED | | | |
| 152 | 8 | HARDWOOD | DESTROYED | | | |
| 153 | 14 | HARDWOOD | DESTROYED | | | |
| 154 | 12 | HARDWOOD | DESTROYED | | | |
| 155 | 10 | HARDWOOD | DESTROYED | | | |
| 156 | 10 | HARDWOOD | DESTROYED | | | |
| 157 | 10 | HARDWOOD | DESTROYED | | | |
| 158 | 8 | HARDWOOD | DESTROYED | | | |
| 159 | 30 | WATER OAK | GOOD-DESTROYED | YES | | |
| 160 | 18 | HARDWOOD | DESTROYED | | | |
| 161 | 8 | HARDWOOD | DESTROYED | | | |
| 162 | 8 | HARDWOOD | DESTROYED | | | |
| 163 | 14 | HARDWOOD | DESTROYED | | | |
| 164 | 10 | HARDWOOD | DESTROYED | | | |
| 165 | 8 | HARDWOOD | DESTROYED | | | |
| 166 | 16 | HARDWOOD | DESTROYED | | | |
| 167 | 16 | HARDWOOD | DESTROYED | | | |
| 168 | 20 | HARDWOOD | DESTROYED | | | |
| 169 | 15 | HARDWOOD | DESTROYED | | | |
| 170 | 8 | HARDWOOD | DESTROYED | | | |
| 171 | 8 | HARDWOOD | DESTROYED | | | |
| 172 | 8 | HARDWOOD | DESTROYED | | | |
| 173 | 8 | HARDWOOD | DESTROYED | | | |
| 174 | 14 | HARDWOOD | DESTROYED | | | |
| 175 | 8 | HARDWOOD | DESTROYED | | | |
| 176 | 8 | HARDWOOD | DESTROYED | | | |
| 177 | 8 | HARDWOOD | DESTROYED | | | |
| 178 | 8 | HARDWOOD | DESTROYED | | | |
| 179 | 8 | HARDWOOD | DESTROYED | | | |
| 180 | 24 | HARDWOOD | DESTROYED | | | |
| 181 | 15 | HARDWOOD | DESTROYED | | | |
| 182 | 22 | HARDWOOD | DESTROYED | | | |
| 183 | 8 | HARDWOOD | DESTROYED | | | |
| 184 | 8 | HARDWOOD | DESTROYED | | | |
| 185 | 15 | HARDWOOD | DESTROYED | | | |
| 186 | 22 | HARDWOOD | DESTROYED | | | |
| 187 | 26 | HARDWOOD | DESTROYED | | | |
| 188 | 15 | HARDWOOD | DESTROYED | | | |
| 189 | 8 | HARDWOOD | DESTROYED | | | |
| 190 | 16 | HARDWOOD | DESTROYED | | | |
| 191 | 8 | HARDWOOD | DESTROYED | | | |
| 192 | 36 | PECAN | GOOD-DESTROYED | YES | | |
| 193 | 18 | HARDWOOD | DESTROYED | | | |
| 194 | 22 | HARDWOOD | DESTROYED | | | |
| 195 | 10 | HARDWOOD | DESTROYED | | | |
| 196 | 8 | HARDWOOD | DESTROYED | | | |
| 197 | 8 | HARDWOOD | DESTROYED | | | |
| 198 | 16 | HARDWOOD | DESTROYED | | | |
| 199 | 12 | HARDWOOD | DESTROYED | | | |
| 200 | 12 | HARDWOOD | DESTROYED | | | |
| 201 | 8 | HARDWOOD | DESTROYED | | | |
| 202 | 8 | HARDWOOD | DESTROYED | | | |
| 203 | 8 | HARDWOOD | DESTROYED | | | |
| 204 | 8 | HARDWOOD | DESTROYED | | | |
| 205 | 8 | HARDWOOD | DESTROYED | | | |
| 206 | 16 | HARDWOOD | DESTROYED | | | |
| 207 | 8 | SWEETGUM | DESTROYED | | | |
| 208 | 12 | HARDWOOD | DESTROYED | | | |
| 209 | 8 | TULIP POPLAR | DESTROYED | | | |
| 210 | 10 | HARDWOOD | DESTROYED | | | |
| 211 | 15 | HARDWOOD | DESTROYED | | | |
| 212 | 22 | MAGNOLIA | GOOD-DESTROYED | | YES | |
| 213 | 12 | HARDWOOD | DESTROYED | | | |
| 214 | 12 | HARDWOOD | DESTROYED | | | |
| 215 | 16 | HARDWOOD | DESTROYED | | | |
| 216 | 10 | HARDWOOD | DESTROYED | | | |
| 217 | 8 | HARDWOOD | DESTROYED | | | |
| *INCHES DESTROYED* | | | | 236 | 82 | 363 |
| *TREES DESTROYED* | | | | 8 | 7 | |

PROJECT ADDRESS:
3558 ELM STREET
HAPEVILLE, GA 30354

OWNER:
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY NW, 2-440
ATLANTA, GA 30327


DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-508-8830
DYNAMIKDESIGN.COM

CONSULTANT:
b+C STUDIO
1320 Ellsworth Industrial Blvd, Suite A1400
Atlanta, Georgia 30318
Tel: 678.590.7991 | www.bcstudio.com


SEAL:

PROJECT NUMBER: 02-MCR HAP

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | PLANNING COMMISSION | 12.13.22 |

TITLE:

TREE CALCULATIONS

SHEET NUMBER:

TCRP 4.0

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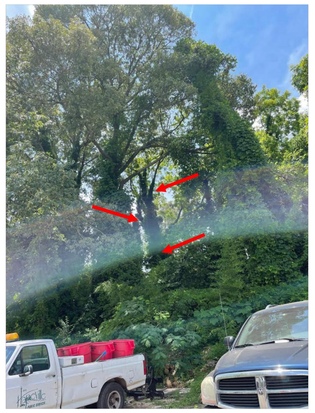
Tree #42





Tree #39

Tree #28

## Tree Assessment Data

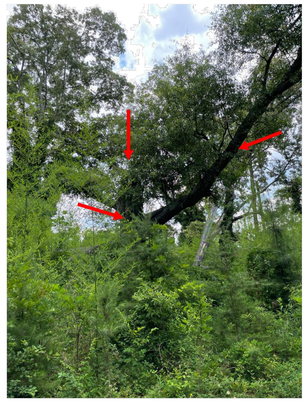
| Tag | DBH | Species | Condition | Notes |
|---|---|---|---|---|
| 20 | 10 | Dogwood | POOR | 75% dieback |
| 28 | 48 | Blackgum | POOR | Basal cavities at root crown to ~4' |
| 31 | 42 | Southern Red Oak | POOR | Many large dead limbs, fungal fruiting bodies at root crown, numerous basal wounds throughout, kudzu and ivy covered |
| 33 | 30 | Dead Pole | DEAD | Kudzu and ivy covered |
| 39 | 30 | Southern Red Oak | POOR | Kudzu and ivy covered |
| 41 | 29 | Southern Red Oak | POOR | Kudzu and ivy covered |
| 42 | 30 | Pecan | POOR | Kudzu and ivy covered |
| 43 | 32 | Southern Red Oak | POOR | Kudzu and ivy covered |
| 44 | 30 | Pecan | POOR | Kudzu and ivy covered |
| 52 | 30 | Willow Oak | FAIR | Bacterial wetwood present, many dead limbs |
| 54 | 36 | Post Oak | FAIR | Significant ivy, many large dead limbs, epicormic sprouting |
| 55/56 | 34 | Post Oak | GOOD | Codominant at ~ 5' |
| 57 | 10 | Dogwood | GOOD | |
| 59 | 28 | Pecan | FAIR | Significant ivy, multi-stem at ~ 6' |
| 79 | 52 | Water Oak | POOR | 90% of tree blown out |
| 124 | 32 | Sugar Hackberry | GOOD | Codominant at ~ 5' |
| 159 | 30 | Water Oak | GOOD | |
| 192 | 36" | Pecan | GOOD | |

Canopy appears healthy on these 2 trees - need more photos to show that vines have made it impossible for tree to recover

No photo for this tree

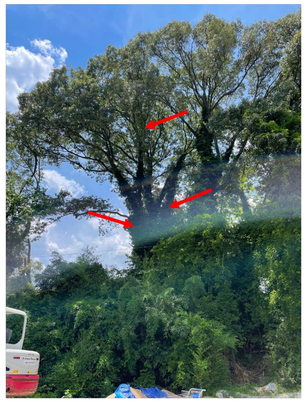


Tree #79





Tree #41





Tree #33

## Supporting Images – POOR Condition Trees

Tree #20

## Assignment

Survey, tag and record the following data for all trees indicated on the supplied plan: tree number, diameter, species, vitality, and other comments relative to condition.

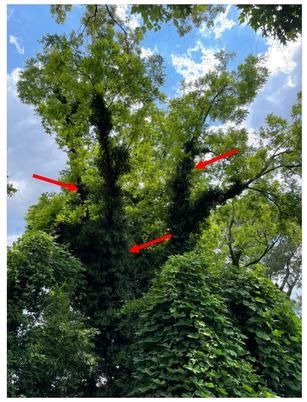
## Methods

Information for the following parameters was recorded for each tree and provided in the following survey.

| Term | Description |
|---|---|
| **Tree No.** | All trees were tagged on the side of the trunk with an aluminum tag, bearing a unique number to identify trees, at about 2 feet. |
| **DBH** | Diameter of trunk in inches, measured at 4.5' feet above average soil level. Measurements were taken using a forestry diameter tape. |
| **Species** | Listed as the North American common name. |
| **Condition** | **Good**.....Tree has excellent vigor and is actively growing without any serious pathogenic problems. Tree exhibits a structural form that is safe and typical of the species.<br>**Fair**.....Tree is in moderate health, but may have a minor pathogenic problem. Some insects and disease could be present. Tree may have minor structural defects, but does not exhibit optimal form for the species in an urban environment. A tree in fair condition may not react favorably to site developments or additional stress.<br>**Poor**.....Tree's vigor is low to moderate. It may also have moderate to severe structural defects or a form that is undesirable for the species. Some trees in poor condition are not recoverable and could degrade into a state of advanced decline leading to death.<br>**Dead**.....Tree is dead.<br>**Invasive**...Trees that are non-indigenous to the Atlanta area, Piedmont region.<br>**Hazardous**Tree with uncorrectable defects severe enough to pose present danger to people or buildings under normal conditions, as determined by a County Arborist or County Forester. |
| **Comments** | Additional information regarding health and condition of the trees. |



Tree #44





Tree #40

Tree #31

TREES IN ROW?

| Tag | DBH | Species | Condition | Notes |
|---|---|---|---|---|
| 207 | 8 | Sweetgum | GOOD | |
| 209 | 8 | Tulip Poplar | GOOD | |
| 211 | 22 | Magnolia | GOOD | |
| 212 | 8 | Water Oak | GOOD | |
| 212 | 8 | Water Oak | GOOD | |

Same tag number?
Revise



SOUTHERN Arbor SOURCE

**3558 Elm Street**
***Tree Assessment***

For:
B+C Studio

By:
Benjamin J Kent, PLA
ISA Certified Arborist #SO-7070A
Tree Risk Assessor Qualified

Southern Arbor Source LLC
PO Box 1354
Oxford, Georgia 30054

June 20, 2021

DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

b+C STUDIO
1320 Ellsworth Industrial Blvd, Suite A1400
Atlanta, Georgia 30318
Tel: 678.590.7991 | www.bcstudio.com

SEAL:

PROJECT NUMBER: 02-MCR HAP

MODERA HAPEVILLE

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MILL CREEK RESIDENTIAL
3715 NORTHSIDE PKWY
SUITE 2-440
ATLANTA, GA 30327

| △ | DRAWING RELEASE | DATE |
|---|---|---|
| | PLANNING COMMISSION | 12.13.22 |

TITLE:

ARBORIST REPORT

SHEET NUMBER:

TCRP 5.0

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1891 Hapeville GEORGIA

A Community with a Heart

**FIRE DEPARTMENT**

DAVID BLOODWORTH
FIRE CHIEF

**To: Adrienne Senter**

**From: Brian Eskew, Fire Marshal**

**Re: 3558 Elm St. (Modera)**

**Date: January 12, 2023**

**The water mains will need to be replaced and upgraded to a larger size ( 8 inch minimum). Also, this could have an impact on the Fire Departments manpower/staffing due to the possible increase in 911 calls. I have met with the Engineer regarding internal access, hydrant locations and FDC locations for all buildings and those concerns have been addressed. If you should need any more information, please let me know. Thanks.**

# WILLINGHAM

## CORRIDOR STUDY

# ACKNOWLEDGMENTS


## STUDY PARTNERS

CITY OF EAST POINT
CITY OF COLLEGE PARK
CITY OF HAPEVILLE
AEROTROPOLIS ALLIANCE
FINDING THE FLINT
CITY OF EAST POINT
CITY OF COLLEGE PARK
CITY OF HAPEVILLE
AEROTROPOLIS ALLIANCE
FINDING THE FLINT
CONSULTANT TEAM

## CONSULTANT TEAM

KIMLEY-HORN
HR&A
PEREZ PLANNING
TCF


# DOCUMENT OUTLINE


00| **INTRODUCTION**

01| **EXISTING CONDITIONS AND CORRIDOR ECONOMIC ASSESSMENT**

02| **STAKEHOLDER AND COMMUNITY ENGAGEMENT REPORT**

03| **RECCOMENDATIONS REPORT**

04| **APPENDIX**

# INTRODUCTION

The Willingham Drive corridor was a center for jobs and industry in the Tri-Cities area for many years. Over the past several decades, many of the businesses and industries left the area as broader economic conditions changed in Metro Atlanta. Recently, the Tri-Cities have pursued community planning efforts and experienced renewed interest in and around their historic downtowns. Additionally, the excitement and energy around the Finding the Flint effort has spurred attention and momentum in areas that in some cases had long lost their value in the in the local economy. Building on these efforts, the Cities of College Park, East Point, and Hapeville along with the Aerotropolis Atlanta Alliance, Finding the Flint and the Atlanta Regional Commission have partnered to develop the Willingham Drive Corridor Improvement Study. This study presents an opportunity to capitalize on the surging activity in the area, attract new investment and development, provide additional community and civic space, and serve to bridge what has acted as a gap between communities for many years.

This report is a culmination of the analysis and findings undertaken during the study and includes three sections, the Existing Conditions and Economic Assessment Report, the Stakeholder and Community Engagement Report, and the Recommendations Report. The Existing Conditions and Economic Assessment Report considers relevant plans, analyzes existing conditions, and assesses the demographic, market and economic conditions within the corridor. This initial analysis provides a framework for identifying specific focus areas, catalytic sites and associated recommendations and implementation items. The Stakeholder and Community Engagement is a summary of the outreach and engagement efforts, including meetings and tools and techniques utilized during the study. The Recommendations Report presents a new vision for the Willingham Corridor area, identifies focus areas and potential catalytic sites, as well as specific recommendations and implementation items that support the overall vision. The recommendations and implementations items include projects related to land use, development, greenspace and trails, transportation, economic development and placemaking.

# WILLINGHAM

## CORRIDOR STUDY EXISTING CONDITIONS AND ECONOMIC ASSESSMENT

# TABLE OF CONTENTS


00| OVERVIEW ..... 1

01| PREVIOUS PLANS ..... 4

02| CORRIDOR EXISTING CONDITIONS ..... 9

03| OPPORTUNITIES AND CHALLENGES ..... 33

04| CHARACTER AREAS ..... 36

04| CORRIDOR ECONOMIC ASSESSMETNT ..... 39

04| PUBLIC ENGAGEMENT ..... 77


# OVERVIEW

The first phase of this study includes a review of previous plans, an analysis of existing conditions within the study area, an assessment of the demographic, market and economic conditions within the corridor and initial stakeholder and public engagement. This document summarizes initial findings, key trends and takeaways, identifies potential opportunities and constraints, and provides an initial framework for additional analysis and the development of recommendations.

Based on the initial analysis and assessment, the Willingham Corridor study area currently consists of a majority of industrial uses, commercial buildings and vacant buildings or sites, surrounded by existing single-family neighborhoods. The area is physically divided between the north and south by an existing railroad and divided east and west by MARTA rail and another railroad to the west and Interstate 85 to the west. The market and demographics of the area reflect these physical barriers with similar statistics and trends grouping into areas divided by existing rail and road corridors. The Willingham Corridor study area also has potential opportunities for catalytic development and investment, building off of the activity and momentum related to the nearby downtowns and the airport area.

# 01 PREVIOUS PLANS

The following plans and studies were reviewed in order to understand what has been considered or is underway in the Willingham Corridor Area. The summaries below highlight some of the most relevant and recent initiatives. These provide a foundation for analysis and reccommendations developed during the planning process.

## AEROATL GREENWAY MODEL MILE- EAST POINT: PROJECT FEASIBILITY STUDY (2021)

This feasibility study for a Model Mile in East Point, as part of the larger AeroATL Greenway Master Plan (2018), proposes a 0.35-mile trail segment north of the East Point MARTA station. The trail alignment primarily traverses private property near the existing Buggy Works development, traveling north through the future East Point Exchange development, before reaching Norman Berry Drive, and connecting with the existing East Point PATH trail. The proposed trail provides a refined alignment for a similar segment of trail previously proposed in the East Point PATH Trails Master Plan.

## AEROATL GREENWAY MODEL MILE- HAPEVILLE: PROJECT FEASIBILITY STUDY (2021)

This feasibility study for a Model Mile in Hapeville, as part of the larger AeroATL Greenway Master Plan (2018), proposes a 1.5-mile trail segment that connects the Delta Headquarters to downtown Hapeville and multiple airport employment centers, restaurants, and support services. The trail alignment runs along the North Outer Loop Road, Virginia Avenue, Doug Davis Drive, and Perry Hudson Parkway. The Hapeville AeroATL Model Mile segment was identified as an important project within the Hapeville 2016 Livable Centers Initiative (LCI) Plan Update and promotes transit-oriented development (TOD).

## EAST POINT EQUITABLE GROWTH & INCLUSION STRATEGIC PLAN (2021)

The purpose of this plan is to create a framework for equitable and inclusionary growth. The plan introduces four goals: engaged community, just industry, inclusive housing, and equitable development. Engaged community focuses on providing the community a platform of representation. The Just Industry goal focuses on articulating a vision for the city as a home for equitable, sustainable industrial jobs. The Inclusive housing goal focuses on creating programs, policies, and investments to keep East Point affordable. The Equitable Economic Development goal recommends policies promoting accountability of the inclusion of local businesses and workforce in private development.

## EAST POINT CITY AGRICULTURE PLAN (2020)

This plan serves to provide a vision for establishing a vibrant and sustainable community food system in East Point over the next 5-10 years. It identifies 5 priorities: 1. Improving Local Food Access 2. Supporting Local Urban Growers 3. Establishing the Role of Local Government 4.Cultivating Environmentally Resilient Practices 5. Branding East Point as a Local Food Destination. This plan suggests considering creative ways to incorporate agriculture into publicly owned land and utility easements.

## EAST POINT STORMWATER ASSESSMENT- FLINT RIVER WATERSHED HYDRAULIC IMPROVEMENTS EVALUATION (2020)

The document evaluates issues with stormwater and flooding within the Flint River watershed, predominantly along Willingham Drive. The assessment determines most culverts to lack sufficient capacity to contain the peak flows generated from storm events of 5-years or greater. This deficiency leads to water overflow onto roads and further flooding complications.



## EAST POINT WAREHOUSE DISTRICT CONCEPT PLAN (2020)

The East Point Warehouse District Concept Plan explores the past and future of the industrial area near Downtown East Point and the East Point MARTA Station. The architectural character and possible adaptive reuse of the buildings in this area make it a desirable space for redevelopment and reinvestment. The East Point Warehouse District' Concept Plan reestablishes and celebrates the relationship between the district and Downtown East Point, the railroad, and MARTA, as well as the area's rich history dating back to the beginning of The City of East Point.

## EAST POINT WAREHOUSE DISTRICT: ENVIRONMENTAL DESIGN- PHASE 1 (2020)

This study identified specific actions and next steps needed to make the Warehouse District Concept Plan a reality. Design elements that could be incorporated into the redesigned area include a railroad park, an event space, gateway enhancements through billboards and murals, pedestrian pathways, and other public art.

## SIX WEST DISTRICT PLANS (2020)

Formerly known as "Airport City College Park", this plan continues the planning process for the roughly 320-acre area located west of Downtown College Park, north of Camp Creek Parkway. There are five districts within Six West: Luxury Retail/Commercial, Camp Creek, Incremental, Corporate/Headquarters Office, and Golf Entertainment. In this Plan, the build-out of the Six West District is shown in two phases of development. The successful development of Six West will have a profound impact on the other areas around the Atlanta airport, including the Willingham Drive area.

## SOUTHERN FULTON COMPREHENSIVE TRANSPORTATION PLAN (2020)

The study is a comprehensive transportation plan for the communities of southern Fulton County including Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, Union City, and adjacent areas incorporated into the City of Atlanta. The study was primarily conducted to coordinate the plans of the independent cities, MARTA, GRTA, ARC, SRTA, ATL and GDOT to address short term and long-range transportation needs and identify priority transportation improvements within the area. The plan includes pedestrian connectivity improvements along nearby Cleveland avenue as well as identifies opportunities for trail and sidewalk connectivity corridors nearby in the cities of East Point, Hapeville, College Park and proximal neighborhoods around the airport.

## AEROTROPOLIS LAND USE ANALYSIS (2019)

The Aerotropolis Land Use Analysis assessed current and future land use designations and policies, with a focus on key transportation corridors and jurisdictional boundaries. Through a review of land use policies, GIS analysis, and stakeholder engagement, this assessment prioritized key geographies and corridors where interjurisdictional coordination and collaboration is recommended. This report offers next steps for the communities and the Aerotropolis Atlanta Alliance to better coordinate land use and economic development goals across jurisdictional lines as well as prepare the Alliance to embark on its next strategic and visioning process: Aerotropolis Blueprint 2.0.

## AEROATL GREENWAY PLAN (2018)

The AeroATL Greenway Plan provides a framework for trail connectivity across the Aerotropolis Atlanta region, which includes 6 cities and unincorporated Clayton county around Hartsfield-Jackson Atlanta International Airport (H-JAIA). The trail network is designed to address community goals and opportunities including: Connect communities to area amenities and everyday services, connect to and loop around Hartsfield-Jackson Atlanta International Airport (H-JAIA), enhance economic development opportunities in Aerotropolis downtowns and future development sites and, create a system that is unique to south metro Atlanta.

## FULTON COUNTY TRANSIT PLAN MASTER PLAN (2018)

The Fulton County Transit Master Plan identified transit needs and preferred transit investment scenarios for the 14 participating cities within Fulton County. The most suitable modes were identified for key corridors across the County. A major goal of the study is to coordinate the 14 independent municipalities in Fulton County with MARTA and state legislators to realize funding opportunities where transit investment is most needed.

## CITY OF HAPEVILLE COMPREHENSIVE PLAN UPDATE. LIVABLE CENTERS INITIATIVE STUDY (2017)

This study was a joint planning activity that combined an updated Hapeville Livable Centers Initiative Study with an updated City of Hapeville Comprehensive Plan. Five (Re) development Nodes were identified to focus investment in key locations, where redevelopment was most desired or more likely to occur. The location of the (Re)development Nodes are: East Gateway, West Gateway, Downtown, Virginia Avenue Gateway, and Airport Loop Gateway.

## COLLEGE PARK LIVABLE CENTERS INITIATIVE- INVESTMENT POLICY STUDIES (2017)

This transportation and land use study investigates how to better integrate and connect Downtown College Park with the several districts and sites within College Park including the Gateway Center the College Park MARTA station; and a proposed mixed-use development site located adjacent to Hartsfield-Jackson Atlanta International Airport. Key market findings are: Low-profile, but growing office market; Rapidly growing industrial market; burgeoning hospitality market; Struggling retail sector with a prospective future; Low-profile, but rising apartment market.

## EAST POINT COMPREHENSIVE PLAN UPDATE (2017)

The comprehensive plan update assesses at a city-wide level, the population and housing demographics for the City of East Point, comparing East Point to the surrounding communities at the same scale. The findings that were identified during the public outreach process for the East Point 2017 Comp Plan particularly identified the Willingham Drive Industrial Corridor as one of the four areas that were "most in need of attention." The Future Development Map within the comprehensive plan identified the areas along and near Willingham Drive as a mix of neighborhood centers, industrial, commercial, and residential.

## FINDING THE FLINT (2017)

In 2017, American Rivers, The Conservation Fund, and the Atlanta Regional Commission launched Finding the Flint to unearth the Flint River and make it an asset to the regions by: restoring the river, connecting people to the river and throughout the region, adding beauty to the region, and prevent future flooding. This ambitious effort created a new vision for this forgotten waterway that focused on the restoration of the Flint River's ecology, while simultaneously exploring how to reconnect the River to the surrounding communities it passes through.

## AEROTROPOLIS BLUEPRINT (2016)

The Aerotropolis Atlanta Blueprint provides high-level framework for Metro Atlanta's south side, specifically the area around Hartsfield-Jackson Atlanta International Airport (ATL). The Blueprint identifies high-level strategies, target industries, catalytic site and key corridors as well as organizational priorities for the Aerotropolis Atlanta Alliance.



## CITY OF HAPEVILLE COMPREHENSIVE PLAN (2016)

The City of College Park's current comprehensive plan establishes a guide for growth and development during 2016-2036, by identifying critical issues and opportunities. The Future Land Use Map within the comprehensive plan envisions the area nearest to Willingham Drive as a mix of residential, commercial, and institutional.

## EAST POINT PATH TRAILS MASTER PLAN (2016)

The East Point PATH Trails Master Plan, created by the PATH Foundation and KAIZEN Collaborative, identifies 24.5 miles of potential bicycle and pedestrian trails throughout the city. The proposed trail network would link the downtown business district, city parks, neighborhoods, destination points and major visitor areas, and employment centers. The East Point PATH Trail system is portioned into 16 segments. A 1.31-mile segment, "EP PATH #08 Egan Park to East Main Street," intersects with the Willingham LCI study area.

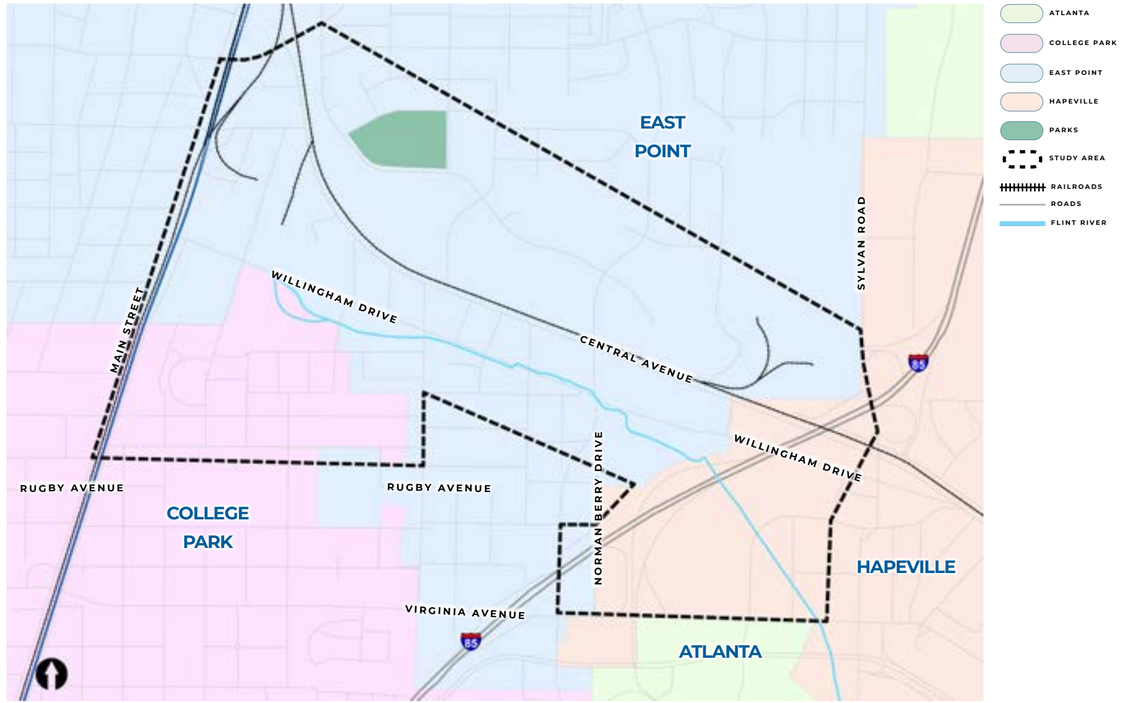
## CITY OF EAST POINT- MAIN STREET CORRIDOR TOD PLAN (2012)

This Transit Oriented Development plan (TOD) is focused on a 430-acre area near two MARTA stations - the East Point Station and the Lakewood/Ft. McPherson Station. The Plan pinpoints redevelopment sites that support TOD principles with compact developments that contain a mix of uses - such as housing, jobs, shops, restaurants, and entertainment, and are located within walking distance to the two MARTA stations.

## EAST POINT STRATEGIC ECONOMIC DEVELOPMENT PLAN (2012)

This plan establishes a guide for the City of East Point's economic development activities between 2012-2022 by addressing the following goals: Stimulating growth in the commercial, industrial, and residential sectors; Encouraging expansion of East Point's economy and job base; Retail displacement and vacancy trends; Implement strategies to improve and reduce vacancies in retail, industrial, and office sectors; Identify and develop of incentivizing strategies to create a more viable and competitive business environment; Make East Point a better place to live and work for its citizens and businesses.

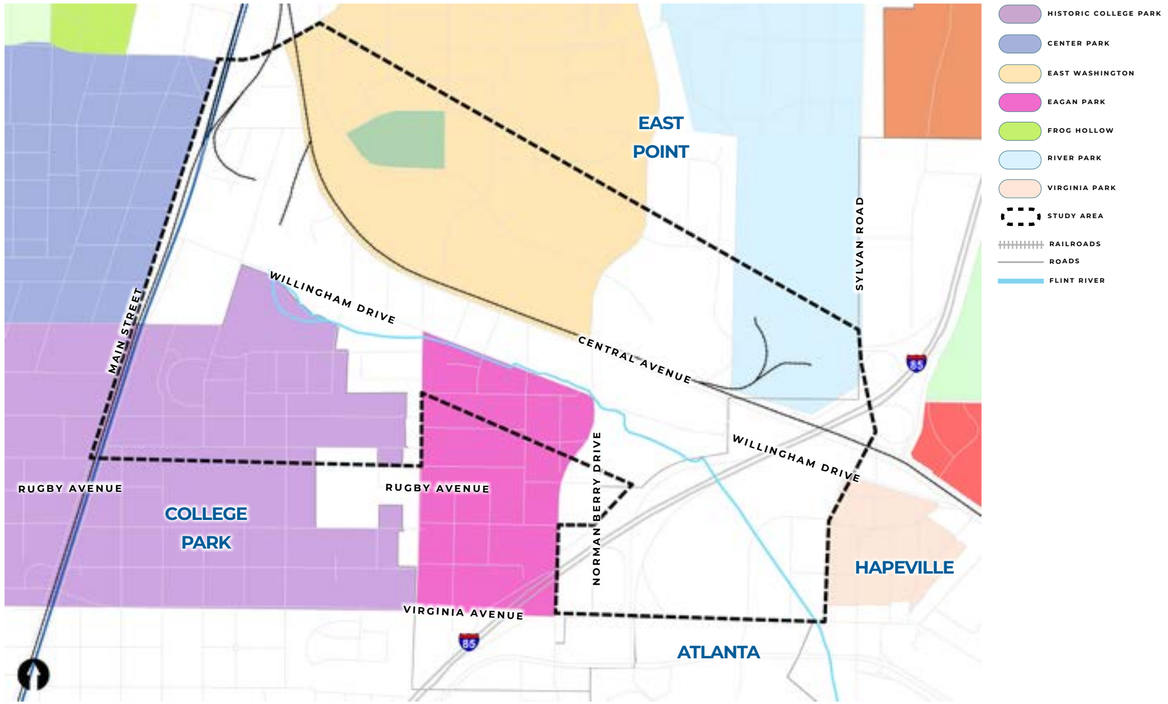
# 02 CORRIDOR EXISTING CONDITIONS




## CITIES

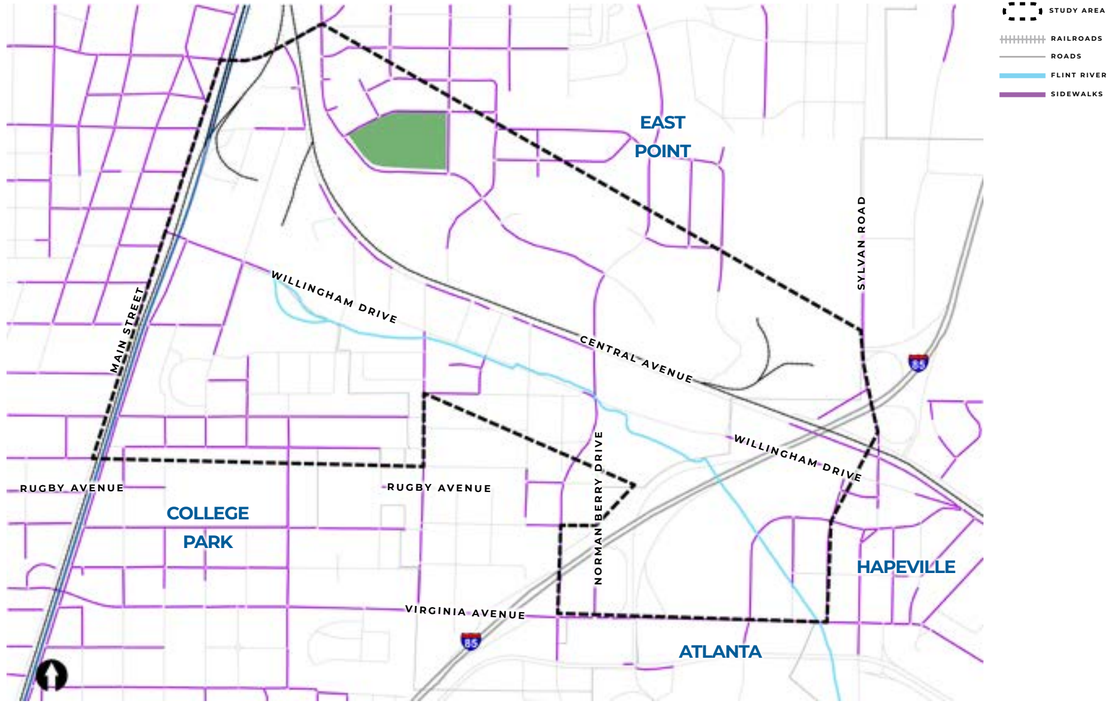
Hapeville, East point, College Park, and Atlanta are the four municipalities within or near the study area. The city with the greatest footprint is East Point. Of the four cities, Atlanta has the least amount of land in the study area. The Willingham Corridor is one of the primary locations where these jurisdictions meet, the other being the nearby Virginia Avenue corridor. The study area represents a key location connecting these jurisdictions to each other, includes land within each jurisdiction and thus any planning or implementation will likely have to be collaborative to be successful.






## NEIGHBORHOODS

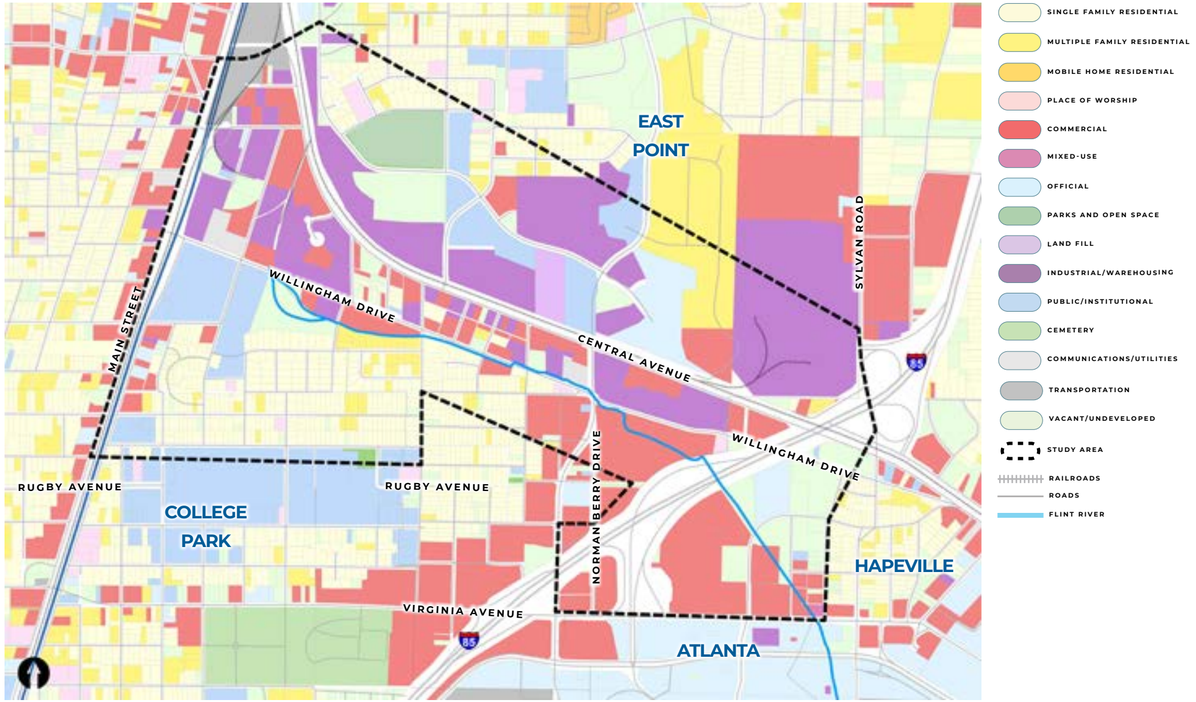
There are nine neighborhoods in or tangent to the study area including Azalea Park, Center Park, Cofield Park, Eagan Park, East Washington, Frog hollow, Historic College Park, River Park, and Virginia Park. The Eagan Park and Historic College Park neighborhoods are located adjacent to Willingham Drive and the core of the study area. The East Washington and River Park neighborhoods are located near the most heavily industrial areas of the Corridor. If Extensive industrial changes were to occur near these neighborhoods, they would be affected greatly. Any improvements or redevelopment made along Willingham will have a direct impact on these neighborhoods.




## SIDEWALKS

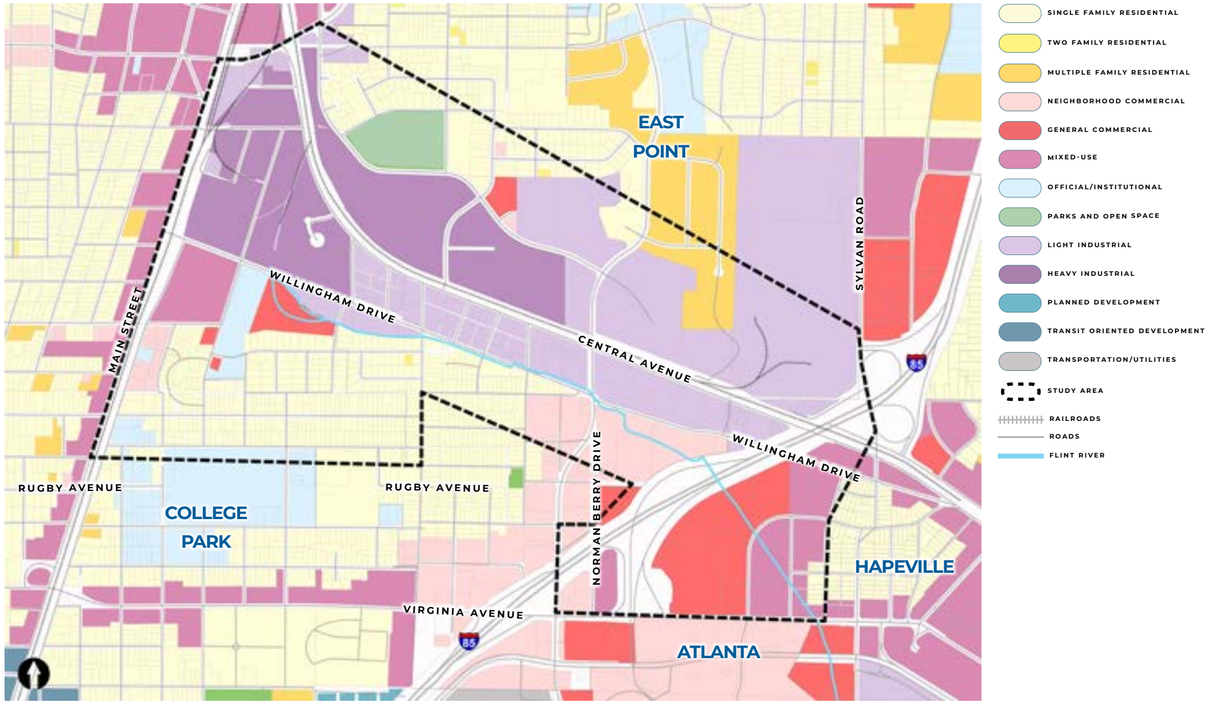
Within the study area sidewalks are primarily located around residential areas and Woodward Academy. Willingham has limited sidewalk coverage and Central Avenue includes sidewalks with many large gaps in the network. Additionally, sidewalk connections to and from Willingham Drive or Central Avenue are limited. Most of Main Street and Virginia Avenue have complete sidewalk coverage; with the western segment of Main Street having the most consistent coverage.






## EXISTING LAND USE

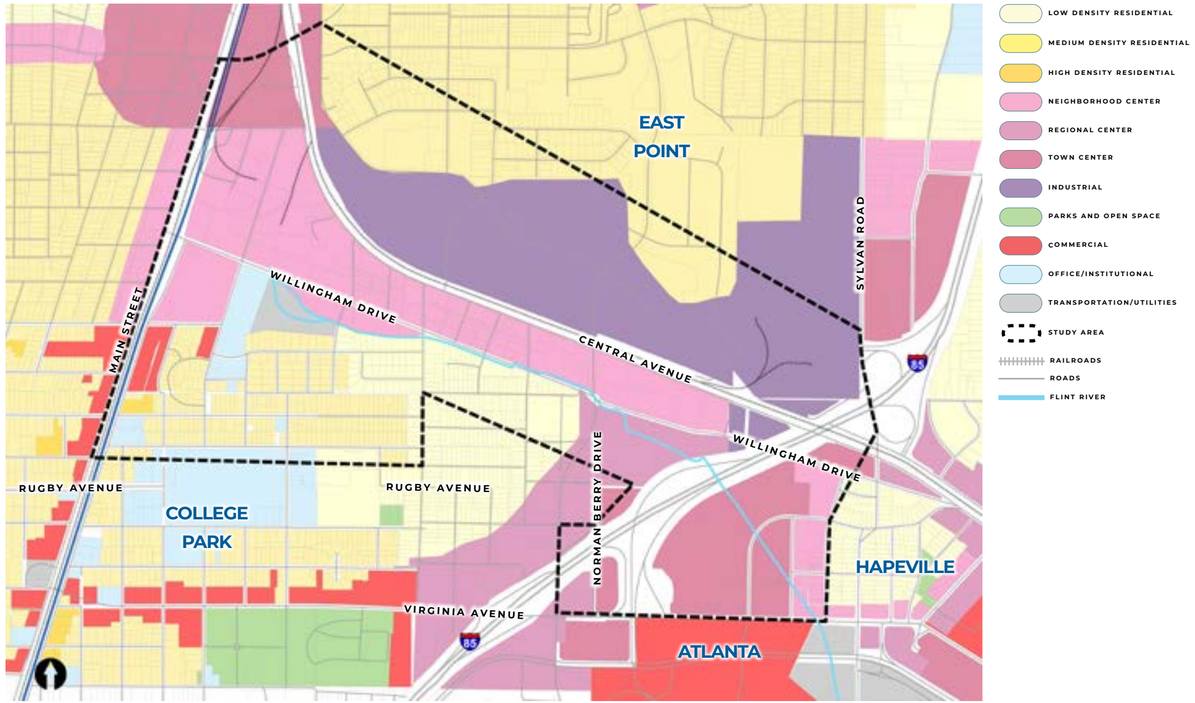
There are a variety of uses present within the corridor. The central core of the corridor is primarily a mix of commercial and industrial/warehouse uses, but there is also a significant residential presence in the area. The industrial/warehouse uses are mostly located along Central Avenue, Willingham Drive, and Sylvan Road. In the southern area of the corridor near the Delta Air Lines headquarters, there is a dense collection of commercial, retail, office, and hotels. Most of the residential properties in the study area are single-family but a mix of multi-family is present as well. A significant stakeholder and the largest educational presence in the area is Woodward Academy. There is one landfill located off R.N. Martin Street. There are numerous vacant lots in the study area that detract from character and activity in the area but may create an opportunity for redevelopment.




## ZONING

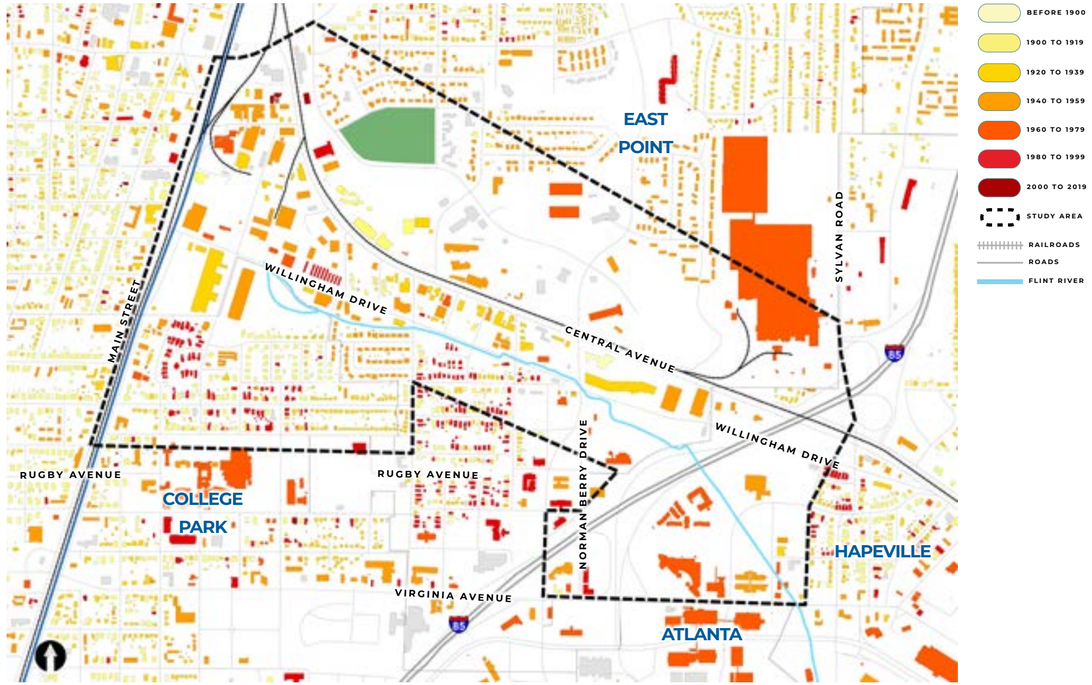
The most common zoning designations within the study area are single-family residential, light industrial, heavy industrial, and mixed-use. Most industrial zoning is located along and north of Willingham Drive, west of Sylvan Road, and east of Main Street. Multi-family residential is mostly located along Norman Berry Drive and north of Central avenue. Mixed-use and commercial zoning is mostly located along major roadways and corridors including Main Street, Virginia Avenue, and I-85. Planned development, park and open space, and transportation/utilities have the lowest presence inside the study area.






## FUTURE LAND USE

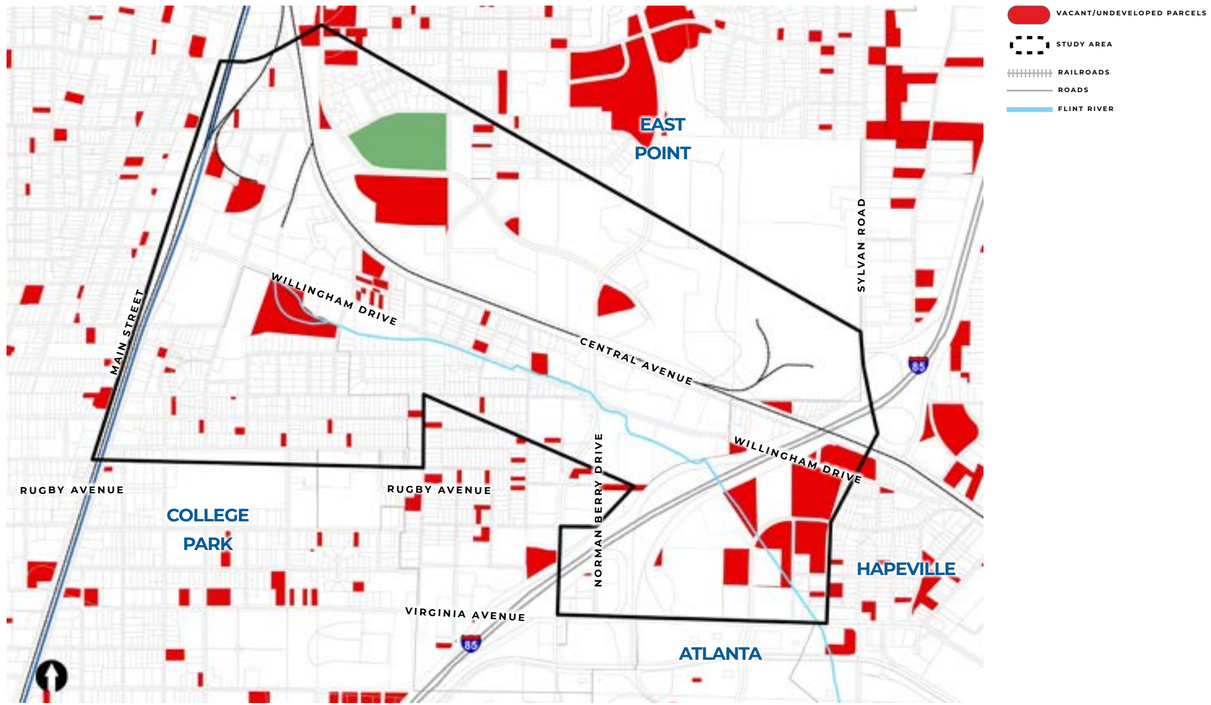
Although The future land use plan is primarily in accordance with the current zoning regulations, there are a few differences between the study area today and the study area envisioned in the future. The most common future land uses are medium density residential and neighborhood center. The area between Willingham Drive and Central Avenue is comprised of industrial uses, but the Future Land Use Plan intends for this area to become a neighborhood center. The least common future land uses are High Density Residential and Transportation/Utilities. The only high-density residential uses are placed along Main Street and South Vesta Avenue.




## BUILDINGS

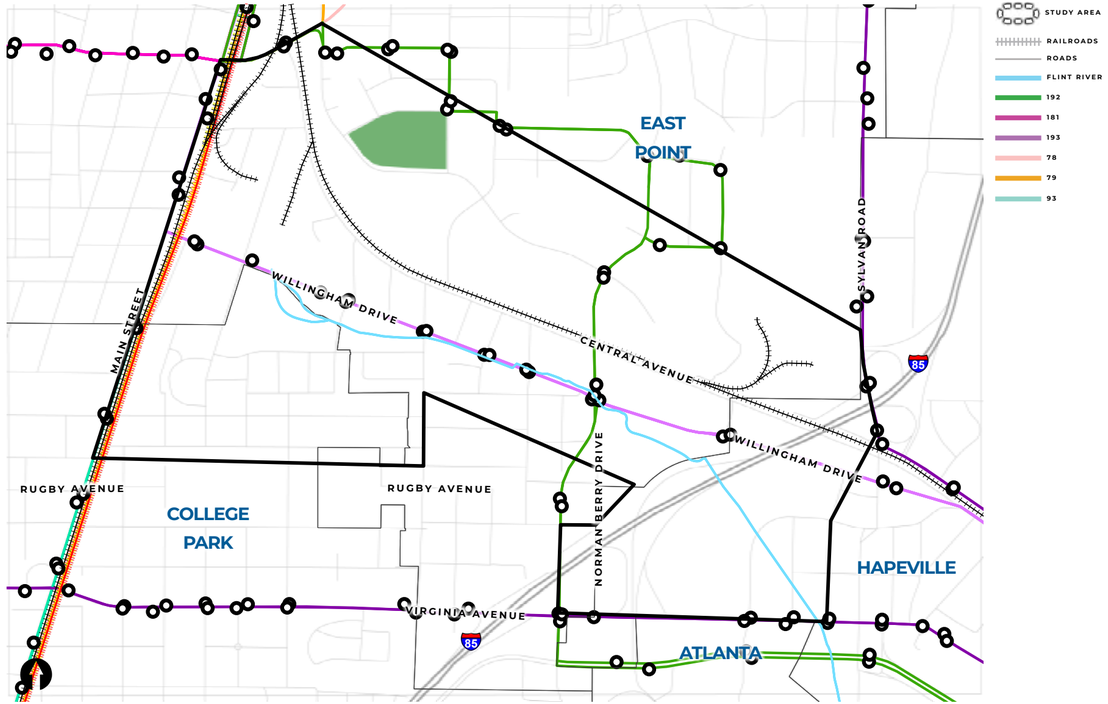
There are approximately 4,313 buildings in the study area. Out of the total buildings 400 were built within the last twenty years. Most buildings were built between 1940 and 1959 and more than half were built prior to 1940. A small minority of buildings were built prior to 1900. A majority of the single-family residential structures in the corridor are located southwest of Willingham drive. The prevalent building types throughout the remainder of the corridor are commercial. The nature of land uses in the corridor are reflected in the building sizes. Smaller buildings are often representative of single-family neighborhoods while larger block footprints indicate industrial practices. This distribution of space between residential and commercial uses has an impact on the corridor's character. Many of the industrial buildings within the study area represent an older design and form that does not match current industry standards such as large format warehouse and distribution facilities.






## VACANT

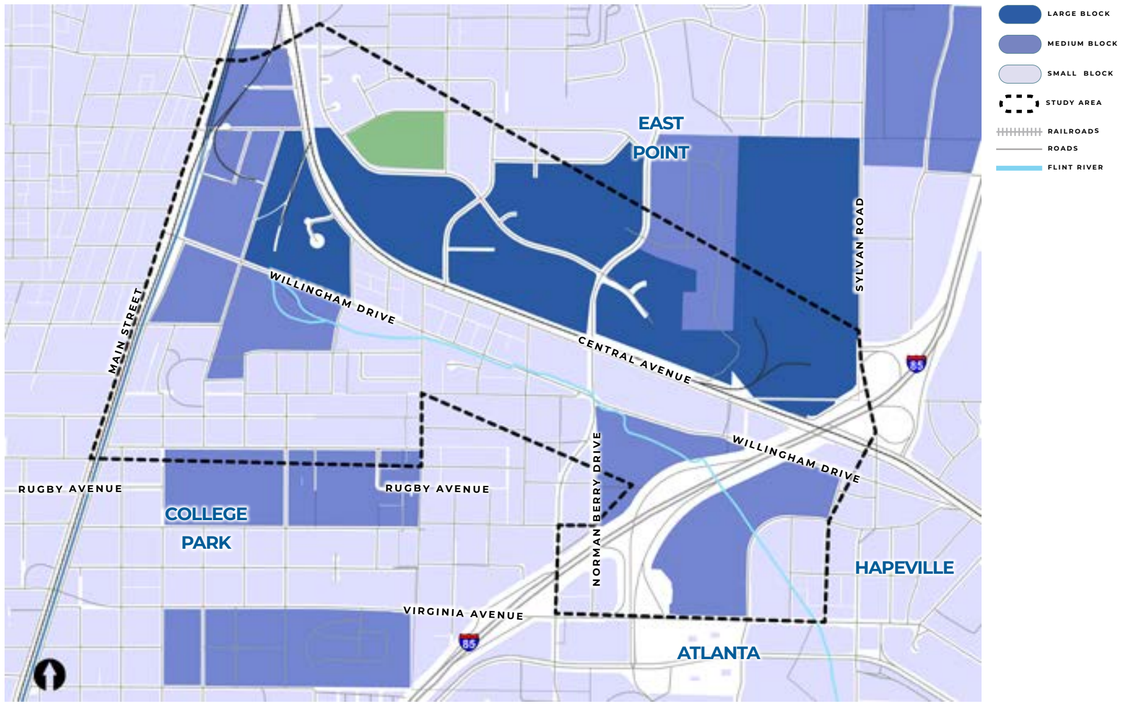
The Willingham Corridor area includes nearly 337 vacant or undeveloped parcels. A large cluster of these unutilized parcels is located east of I-85 and south of Central Avenue. Another large cluster of vacant/undeveloped parcels exists at the intersection of Washington Road and Sylvan Road. There are many smaller vacant/undeveloped parcels located throughout the rest of the study area in smaller clusters.




## MARTA ROUTES

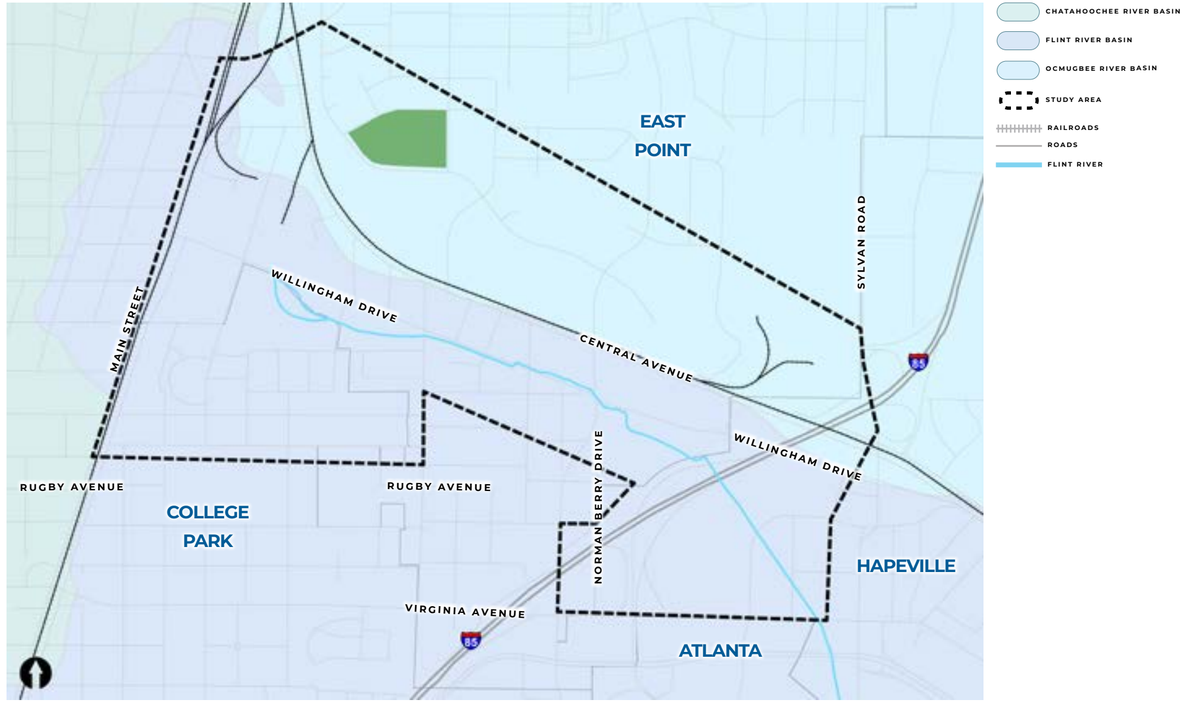
Nine MARTA bus routes provide transit service within the study area corridor. The 121 bus stops in the corridor provide a good framework to address local access and mobility needs. Two MARTA heavy rail stations are located just outside the study area, providing regional and additional local transit connections. This includes the East Point and College Park MARTA stations Access to public transit is sparse along Central Avenue. Existing bus stops have limited signage or amenities such as shelters, sidewalks, or pedestrian lighting.






## BLOCK STRUCTURE

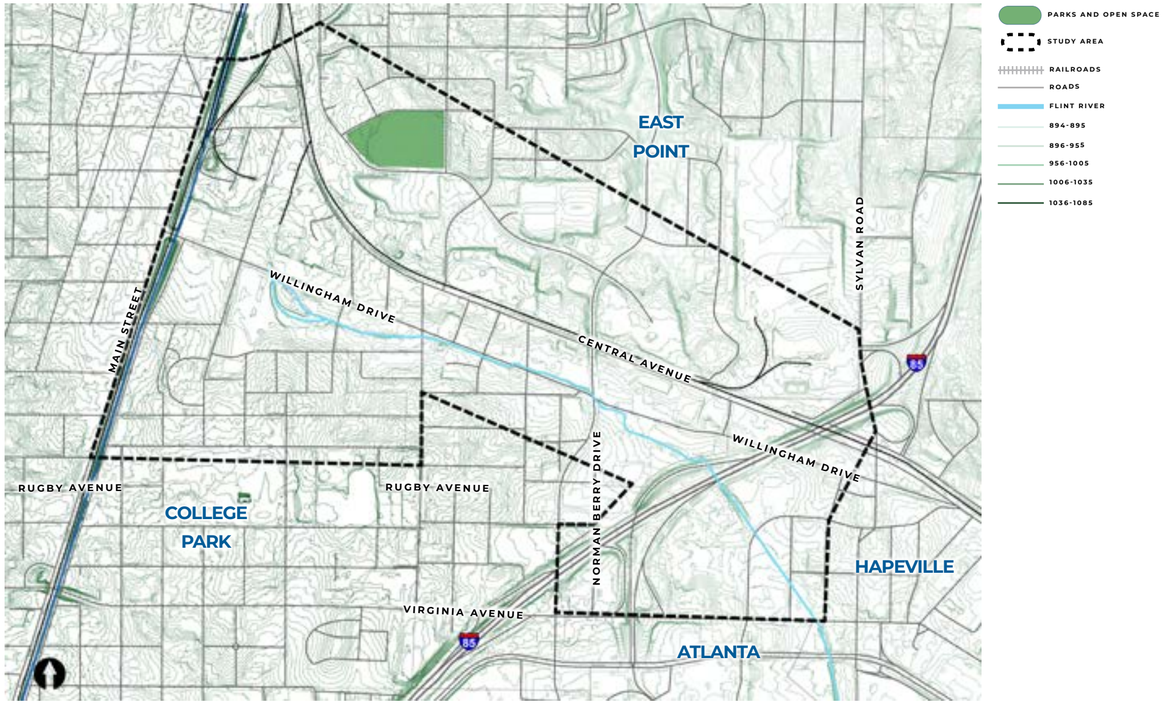
Area circulation varies throughout the corridor. The study area has a nearly uniform split of small residential blocks and medium to large industrial properties. The large industrial blocks located near Sylvan Road to Irene Kidd Pkwy substantially limit east-west circulation north of Central Avenue. Additionally, there are several properties north of Central Avenue and the railroad tracks that limit north-south connectivity. Along Willingham Drive, the central portion of the corridor includes smaller blocks and provides a framework for better local circulation. The western and eastern edges are flanked by larger blocks that reduce the number of connections. There is a collection of blocks considered medium throughout the study area.




## WATERSHEDS

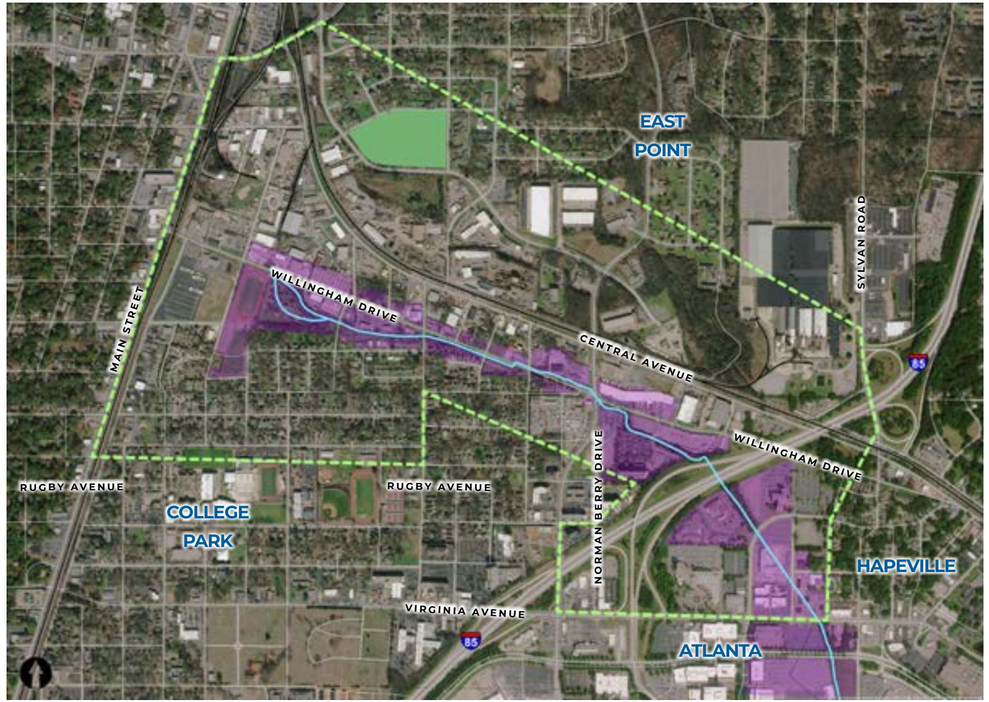
In addition to the study area being the confluence of three cities, major roadways, and interstates, it is also connected to three major river basins. The headwaters of the Flint River start within the study area, but the river basins of the Chattahoochee and South River can also be found here. Water that falls in the area south of the railroad and east of Main Street will generally drain to the Flint River. Water that falls in the area north of the railroad and east of Main Street will generally drain to the South River. Finally, water that falls west of Main Street will generally drain to the Chattahoochee River.






## TOPOGRAPHY

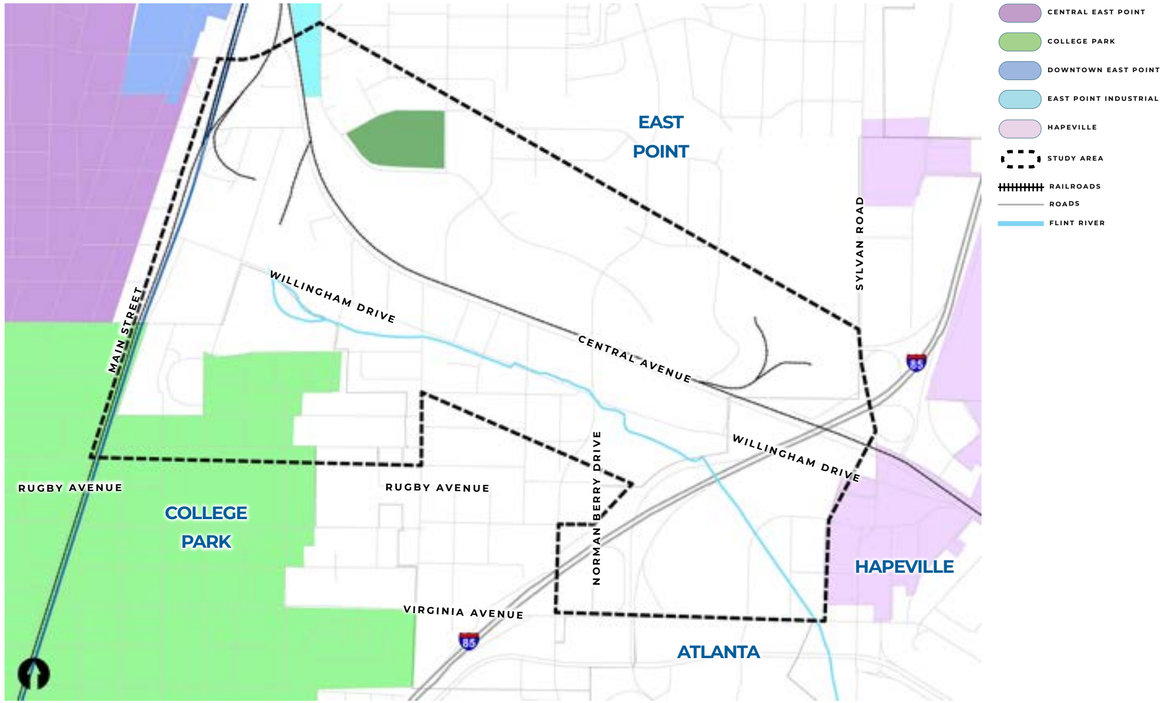
The Willingham Corridor area does not include significant changes in elevation, which ranges from 894 feet to 1085 feet. The lowest elevation in the study area is in the northeast corner of the corridor near Sylvan Road and South River Tributary. The highest elevation is located at Woodward Academy between Walker Avenue and Cambridge Avenue. The study area's most frequent elevation is 996 feet.




## FLINT RIVER PARCELS

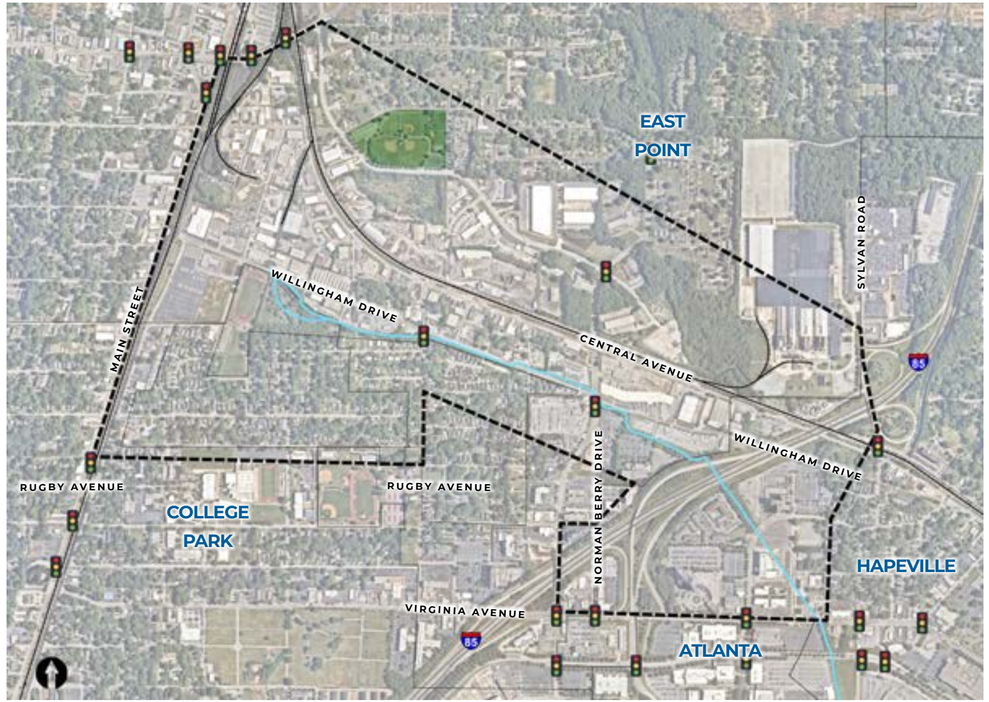
The presence of headwaters of the Flint River provides an opportunity for reimagining the physical form and character of the corridor. There are approximately 95 parcels adjacent to the Flint River. Several large parcels of land along Flint River have the potential for redevelopment or the addition of greenspace or stormwater facilities. The Flint River which has mostly been forgotten and overlooked in the area, can become a community asset and new feature around which future development can occur.






## HISTORIC DISTRICTS

There are five historic districts in the corridor. The fourth largest urban historic district in the state of Georgia is College Park Historic District which is listed on the National Register of Historic Places. East Point has three historic districts within or near the study area: Central East Point Residential Historic District, Downtown East Point Historic District, and East Point Industrial District with East Point Industrial District being the only district listed on the National Register of Historic Places. (Virginia Park neighborhood in Hapeville? Add comment about many of the buildings in the study area being eligible for historic designation, based on age, but no historic designations or district exist).




TRAFFIC SIGNAL
STUDY AREA
RAILROADS
ROADS
FLINT RIVER

## TRAFFIC SIGNAL

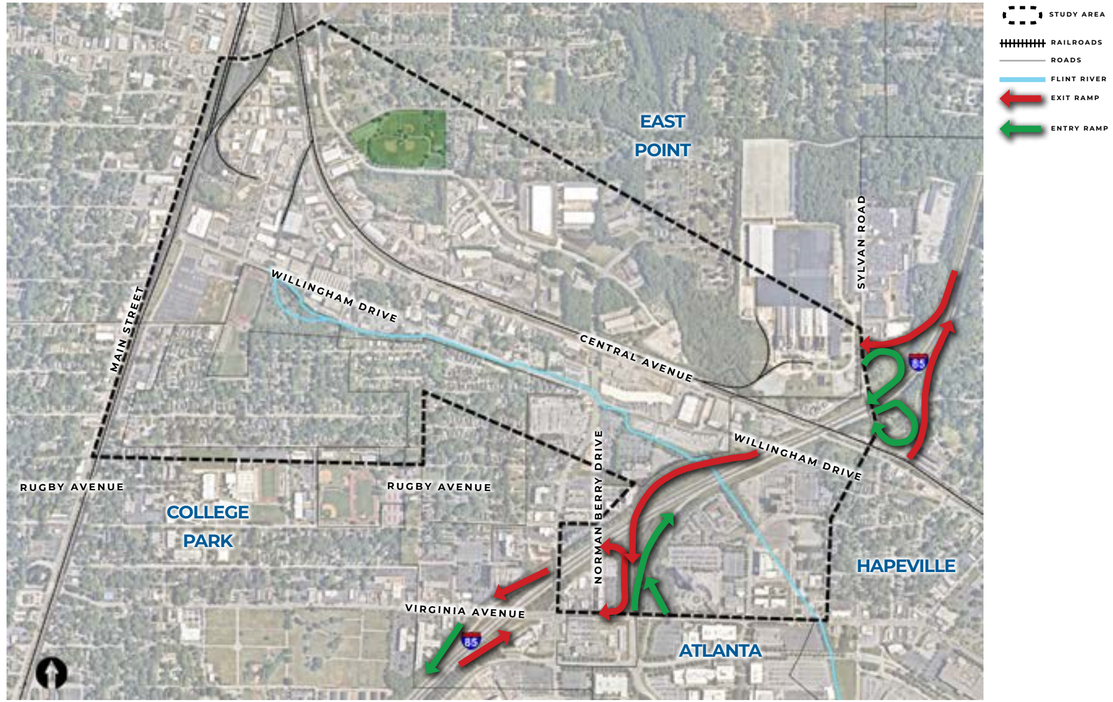
There is a concentration of signalized intersections located within the northwest quadrant of the study area along Main Street (US 29 / SR 139 / SR 14) and along Washington Road / Irene Kidd Pkwy and within the southeast quadrant of the study area (near the Hartsfield-Jackson Atlanta International Airport) along Virginia Avenue and Perry J Hudson Pkwy. Willingham Drive consists of three signalized intersections within the study area and is a two-lane, undivided roadway with minimal turn-lanes provided.

STUDY AREA
RAILROADS
ROADS
FLINT RIVER
LOS B/C
LOS D

**Level-of-Service is used to describe the operating characteristics of a road segment in relation to its capacity. Level-of-Service is defined as a qualitative measure that describes operational conditions and motorist' perceptions of a traffic stream. The Highway Capacity Manual defines six levels-of-service, LOS A through LOS F, with A being the best and F the worst. Industry standard "acceptable" conditions are considered LOS D or better.*

## LEVEL-OF-SERVICE

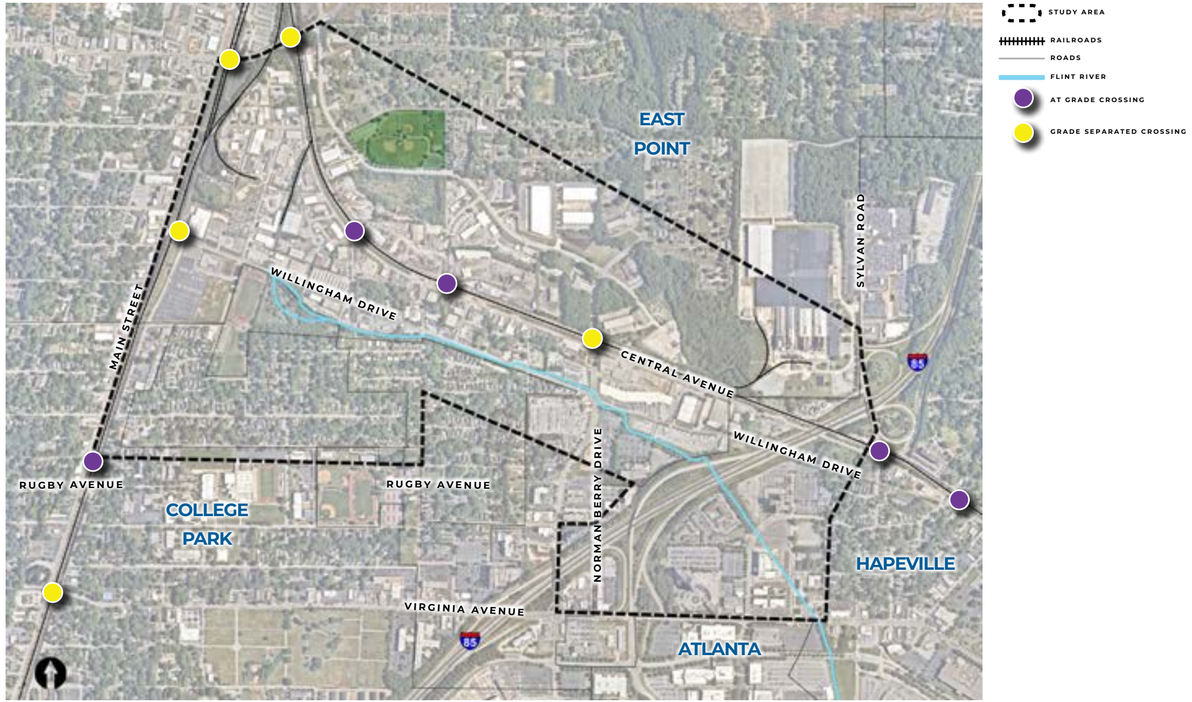
The major roadways within the study network were reviewed and a high-level segment capacity analysis was performed to determine the existing level-of-service*. Based on the traffic data available via GDOT's Traffic Analysis & Data Application (TADA), annual average daily traffic was researched and utilized in determining existing vehicular traffic demand compared to the roadways projected capacity. Based on this high-level analysis, it was determined that Willingham Drive and Central Avenue (west of Dogwood Drive) currently operate at LOS B/C while Main Street (US 29 / SR 139 / SR 14), Virginia Avenue, Norman Berry Drive, and Washington Road / Irene Kidd Pkwy currently operate at LOS D.




## INTERSTATE ACCESS

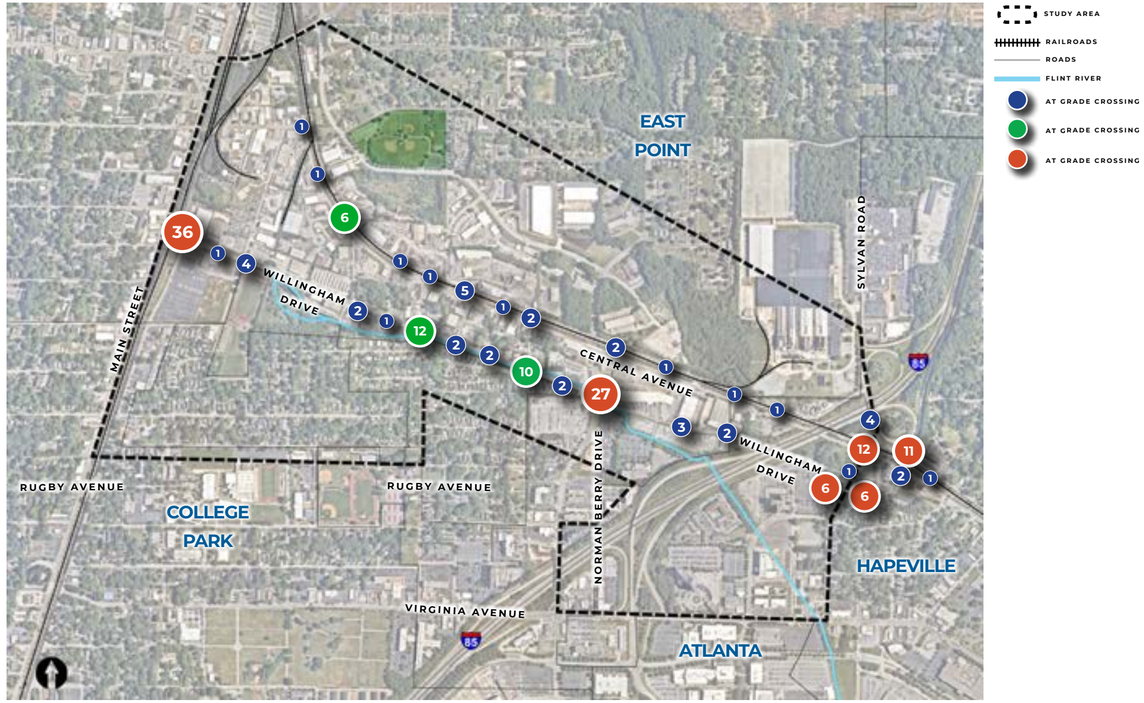
There are several existing interstate access locations that currently serve the study area. Egress traffic (traffic exiting the study area to the interstate) can access Interstate 85 northbound via Virginia Avenue, Central Avenue, and Perry J Hudson Pkwy while Interstate 85 southbound can be accessed via Virginia Avenue and Sylvan Road. Ingress traffic (traffic entering the study area from the interstate) can exit Interstate 85 northbound via Virginia Avenue (two separate ramps are provided for Virginia Avenue eastbound and Virginia Avenue westbound), and Sylvan Road. Additionally, ingress traffic can exit interstate 85 southbound via Sylvan Road, Virginia Avenue and Perry J Hudson Pkwy. Willingham Drive does not have existing direct access to the interstate system with the closest access point requiring vehicles to navigate an at grade railroad crossing.






## RAILROAD CROSSING LOCATIONS

There are five grade separated railroad crossing locations within the study area (Virginia Avenue, Willingham Road, Irene Kidd Pkwy (at two different locations), and Norman Berry Drive. Conversely, there are five at grade railroad crossing locations within the study area (Rugby Avenue and Central Avenue (at four different locations).




## CRASH ANALYSIS

As shown in the table above, the past five years of data reflect 243 reported crashes along both Willingham Drive and Central Avenue and 389 crashes were reported along Virginia Avenue, none of which involved a fatality. Most crashes reported involved low speed rear end collisions with no injury. No crashes involving a train at an at grade crossing location have been reported within the past five years.

# PUBLIC LAND AND ENVIRONMENTAL FEATURES



## PUBLICLY OWNED LAND

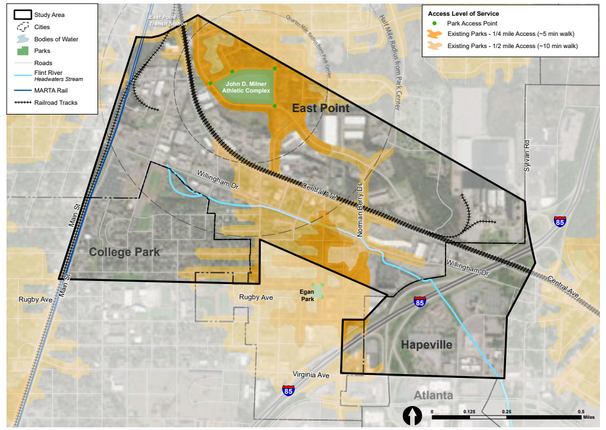
There is limited publicly owned land within the study area. East Point's John D. Milner Athletic Complex is the only public park in the Study Area. The nearly 12-acre park is about a ¼ mile north of Willingham Drive, bounded by R.N. Martin Street, Holcomb Avenue, and Randall Street. Public housing is managed by the East Point Housing Agency. The agency maintains two apartment complexes in the Study Area; the 34-unit Hurd Homes complex located east of the Milner Athletic complex on Randall street, and the 145-unit Martel Homes complex partially located within the Study Area east of Norman Berry Drive between Maria Head Terrace and Calhoun Avenue. Additionally, the City of College Park is in the process of acquiring approximately 7 acres of greenspace from MARTA for use as a passive park. This property is located along Willingham Drive, between Plant Street and Elm Street.

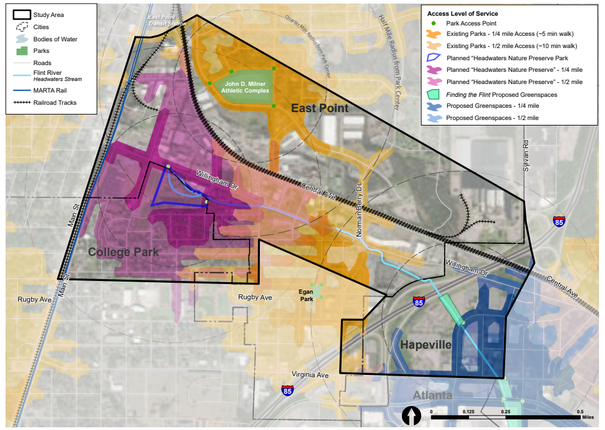
## NATURAL FEATURES

A headwaters stream of the Flint River originates in the northwest corner of the triangular parcel just east of the Woodward Academy Willingham Fields. There is a large stormwater outflow pipe originating from the MARTA East Point station parking lots. The stream flows southeasterly, in a concrete channel, before alternating between being piped, and in a daylit, semi-natural stream bed along Willingham Drive. There are a few forested areas on public property within the study area. This includes the MARTA stormwater facility along Willingham Drive that is being acquired by the City of College Park for a future nature preserve, the southern portion of the East Point Fire station 2 property, and the southern portion of the Martel Homes parcel. Much of Willingham Drive between Main Street and Interstate 85 is located within a 100-year floodplain.

## HYDROLOGY

The East Point Stormwater Assessment – Flint River Watershed Hydraulic Improvements Evaluation suggests 4 locations with projects to increase conveyance of water through pipe and channel improvements. Each of the proposed improvements would dramatically impact the existing conditions of the Flint River north fork, both potentially improving flooding conditions and affecting the ecology of the river corridor.



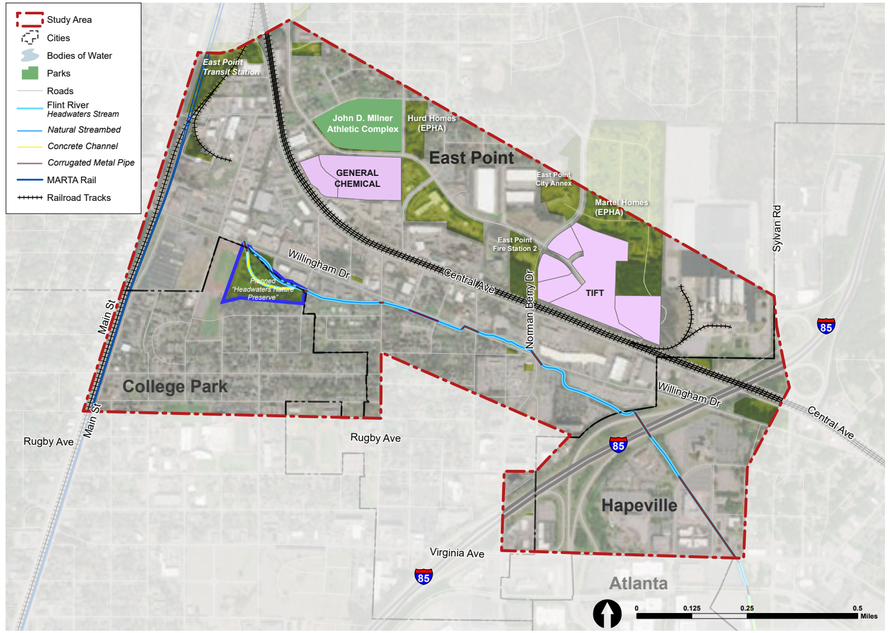




## WILLINGHAM DRIVE LCI – PARK ACCESS LEVEL OF SERVICE

Access Level of Service (LOS) measures the distance residents must travel to access parks and recreation facilities. It is used to understand how park access varies between different neighborhoods or locations within a defined area. A 10-minute walk to a park, roughly a half- mile, has become a widely accepted goal for many urban areas. Currently, there is only one park within the Study Area: East Point's John D. Milner Athletic Complex. This park provides access at a quarter and half mile distance for the northwest portion of the Study Area. Immediately south of the study area lies Eagan Park, which provides access at a quarter and half-mile distance for the southeast portion of the study area.

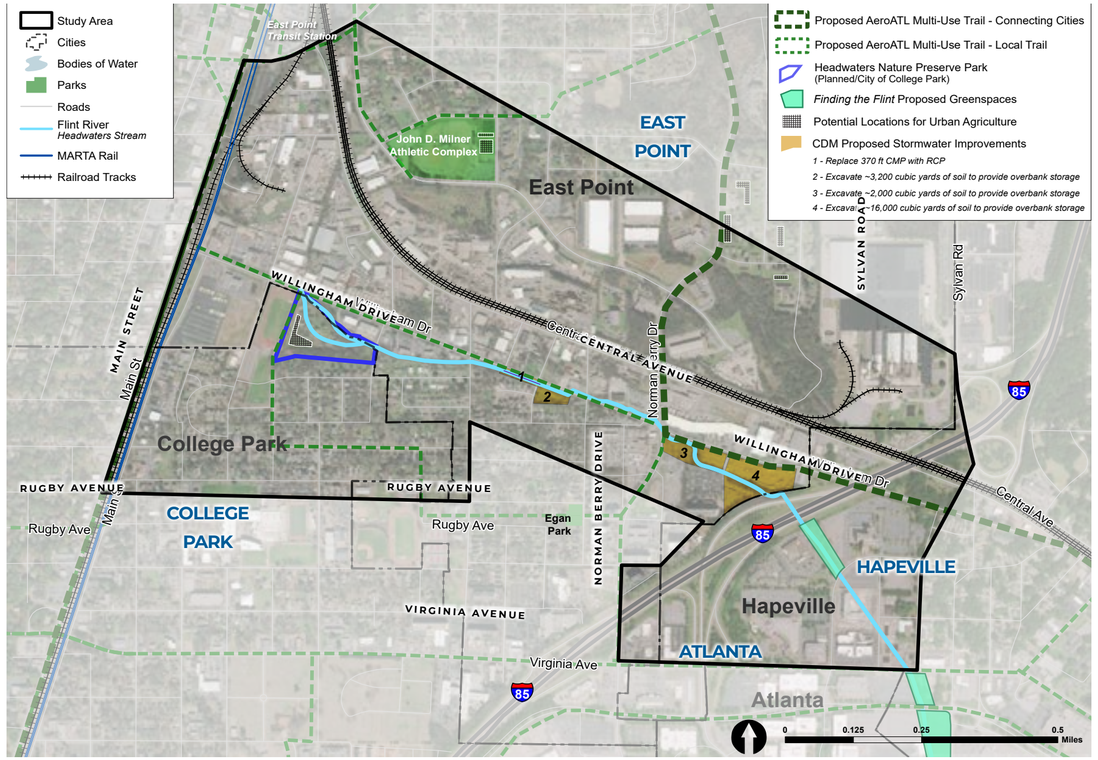
The introduction of the planned "Headwaters Nature Preserve" will greatly increase access to greenspace within the Study Area. Access will be added for most of the College Park portion of the Study Area's southwestern corner. However, even with the introduction of the "Headwaters Nature Preserve," pockets of areas with lower access to greenspace will remain. The lack of sidewalks or bicycle paths limits accessibility to these locations. Additionally, the LOS analysis does not take into account the specific use or activity within the greenspace, only community access to the greenspace location. Finally, park access LOS does not consider the stormwater and water quality benefits related to specific greenspace in the area.






## CONTAMINATED SITES

The Georgia Environmental Protection Division (EPD) has identified two sites within the Study Area that have experienced historic contamination. One of which is the almost 15-acre General Chemical site that was listed in 1998 as a Class V Cleanup Priority due to soil and groundwater contamination. Cleanup activities appear to have occurred between 2000 and 2005, however further confirmation of remediation is needed. The 23-acre Tift site was listed in 1998 as a Class I Cleanup Priority. According to the EPD report, this site has a known release of lead in soil at levels exceeding the reportable quantity. In addition, the site was contaminated with a host of other regulated substances. The nearest residential structure is between 300 and 1000 feet from the area affected by the contamination. A headwater stream of the South River emerges from a box culvert directly north of the East Point City Annex along Norman Berry Drive. The stream often appears to be a milky, turquoise color with a metallic odor. Testing by the South River Watershed Alliance and others is currently underway to determine the cause of the stream's condition.




## PROPOSED GREENSPACE IMPROVEMENTS



## MULTIUSE PATHS

Three Multi Use paths are proposed within the study area. The AeroATL Greenway Plan "Connecting Downtowns" network proposes a trail that travels east from Downtown East Point eventually intersecting with Willingham Drive. There is also a "Local Trail" proposed along the length of Willingham Drive that connects a Priority Trail along Main Street to the Loop Connecting Downtowns. Additionally, "EP PATH #08" segment proposed in the East Point PATH Trails plan is included as an AeroATL Greenway "Local Trail." The 1.31-mile segment begins at Bobby Brown Parkway and connects with another trail segment on Main Street.

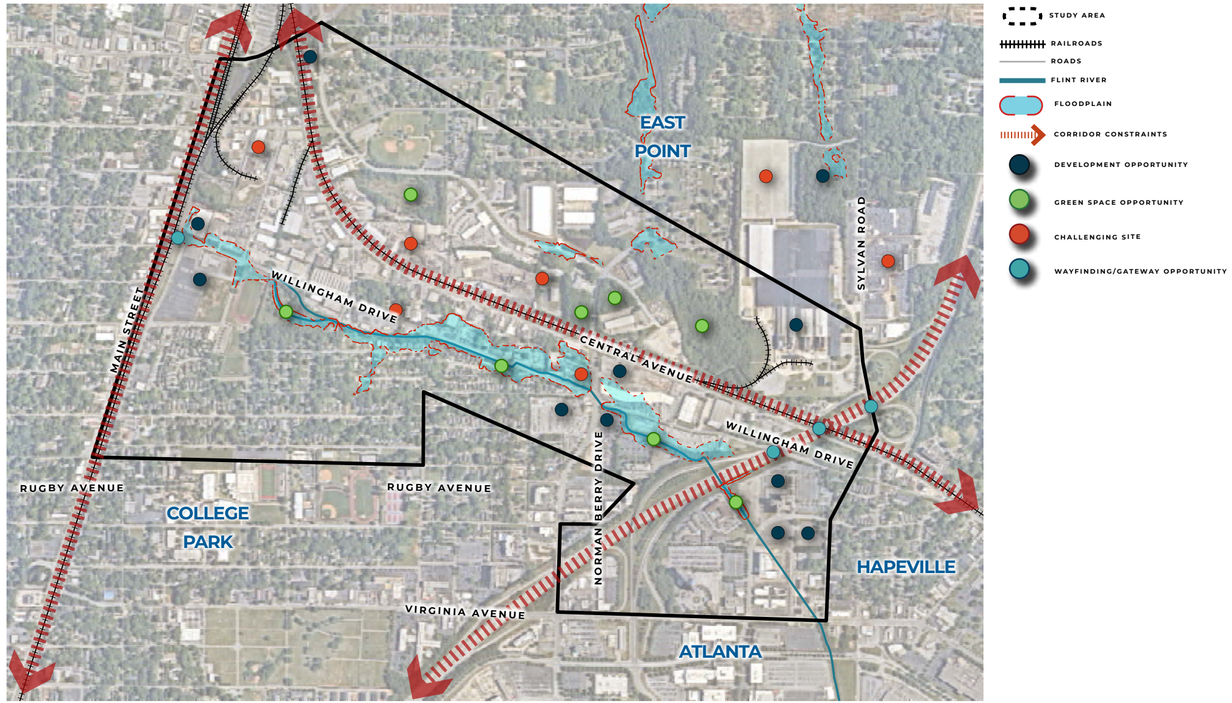
Headwaters Nature Preserve

The former MARTA parcel is being transferred to municipal ownership and repurposed as a public nature preserve. If successful in winning the GOSP grant, final engineering for the project would begin in August of 2022 and open for users in August 2024.

## FINDING THE FLINT PROPOSED GREENSPACE

The Finding the Flint initiative has proposed three additional greenspace areas in Hapeville. One within the study area ocated between Interstate 85 and International Boulevard and two located just beyond the southeastern boundary near Virginia Avenue, Loop Road and the Delta Air Lines campus.

# 03 OPPORTUNITIES AND CHALLENGES




## OPPORTUNITIES AND CHALLENEGES

The information in the Existing Conditions and Corridor Economic Assessment Report represents a snapshot of the study area today. Considering this analysis as well as initial outreach and observations along the corridor, an initial set of key factors have been identified that may create opportunities or hinder implementation and investment within the study area. This section highlights these opportunities and constraints that should be considered during the planning process for the Willingham Corridor Study.



## DEVELOPMENT OPPORTUNITY

Several locations within the study area represent possible development, redevelopment, as well as economic or community development opportunities. These include:

- Former Tri-Cities Plaza, now the Woodward Academy Student Transport Lot (approximately 11.5 acres)
- Former Clarus building located near the intersection of Willingham Drive and East Main Street that is now vacant
- Vacant industrial building located west of the intersection of RN Martin Street and Washington Avenue
- Multiple parcels and properties located near the intersection of Willingham Drive and Norman Berry Drive. Includes surface parking lots and vacant properties
- Former Delta Technology building and surface parking located north of the intersection of International Boulevard and Lang Avenue
- Additional surface parking lots located near International Boulevard and Land Ave
- Former Owens-Illinois manufacturing plant (50 acres)
- Undeveloped property north of the former Owens-Illinois site

## CORRIDOR CONSTRAINTS

There are some barriers to movement throughout the corridor. The most prevalent limitations are:

- Existing rail corridors along Central Avenue and Main Street bisects the entire study area and limits connectivity between neighborhoods
- Interstate 85 limits connectivity between the Cities of College Park and East Point, and the City of Hapeville as well and reduces access between key areas within this portion of the airport district.

## GREENSPACE OPPORTUNITY

Several locations within the study area are potentially suitable for Greenspace uses such as parks, sports fields, woods, lakesides, gardens. These include:

- Headwaters Nature Preserve
- Vacant properties near the intersection of Willingham Drive and Bachelor Street where the Flint River is above ground
- Surface parking near Willingham Drive and Norman Berry Drive that include above ground portions of the Flint River.
- Natural area near International Drive and Lang Avenue that includes an above ground portion of the Flint River.
- Additional undeveloped lot and stormwater facility located near Delta Air Lines Headquarters and Flight Museum
- South River tributary and forested area located between Norman Berry Drive and the former Owens-Illinois site
- Forested areas near the intersection of RN Martin Street and Norman
- Former General Chemical site located near the intersection of RN Martin Street, Holcomb Avenue and Randall Street

## WAYFINDING AND GATEWAYS

There are a few locations potentially suitable for informative Wayfinding and Gateway markers. These types of entities provide the public with logistical information and may become landmark locations.

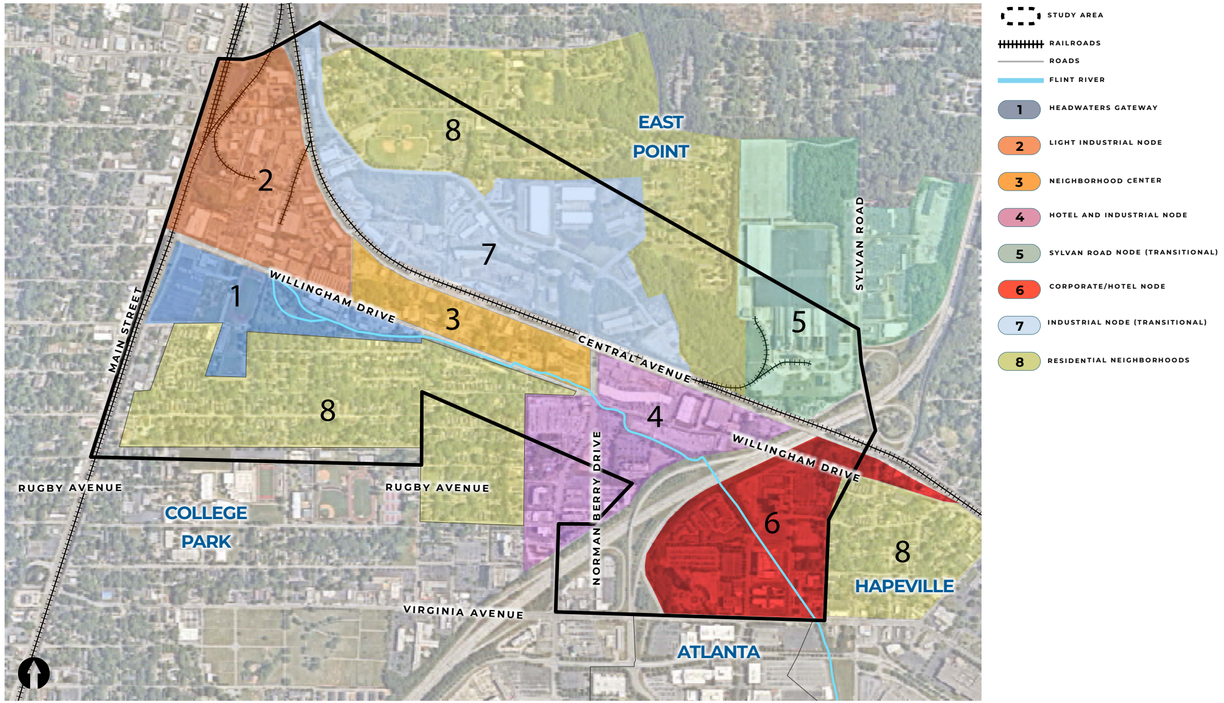
- MARTA and rail underpass and bridges at the western end of Willingham
- Bridges over Interstate 85 near the eastern end of Willingham Drive

## DEVELOPMENT/MARKET CONSTRAINTS

A number of sites within the study area require additional considerations that may present challenges the corridor. These include:

- Active Chemical Plant
- Utilities and Power Substations
- Scrap metal recycling facility and heavy industry north of Central Avenue

# 04 CHARACTER AREAS




## CORRIDOR CHARACTER

Through analyzing the existing street network, building form, block size, and existing uses, 8 character areas were identified within the study area. This section highlights these character areas and identifies elements that will help inform the development of recommendations and concepts within the Willingham Corridor area.



### 1. HEADWATERS GATEWAY

- Limited connectivity
- Smaller building footprints
- Moderate to small block sizes
- Existing uses include small industrial buildings, parking, active and passive

### 2. LIGHT INDUSTRIAL

- Limited connectivity via Willingham Drive and Central
- Small to medium size building footprints
- Moderate block sizes
- Existing uses include 1-story industrial buildings, fleet vehicle parking and salvage

### 3. NEIGHBORHOOD CENTER

- Moderate connectivity via Willingham Drive, Central
- Small building footprints
- Small block sizes
- Existing uses include 1-story industrial buildings, residential, fleet vehicle parking, and salvage

### 4. HOTEL AND INDUSTRIAL

- Moderate connectivity via Willingham Drive, Central Avenue, Bobby Brown Parkway, Norman Berry Drive, and multiple cross streets
- Medium size building footprints
- Small to moderate block sizes
- Existing uses include 1-story industrial, multistory commercial and hotel, fleet vehicle parking and salvage

### 5. SYLVAN ROAD (TRANSITIONAL)

- Limited connectivity via Sylvan Road, regional connection via
- Large building footprints,
- Large block sizes
- Existing uses include large industrial buildings and airport parking facilities

### 6. CORPORATE/ HOTEL

- Moderate connectivity via Virginia Avenue, Willingham Drive, International Boulevard, and several local or cross streets, regional connection via
- Small to medium size building
- Small to moderate block sizes
- Existing uses include multi-story office and hotel, 1 story

### 7. INDUSTRIAL (TRANSITIONAL)

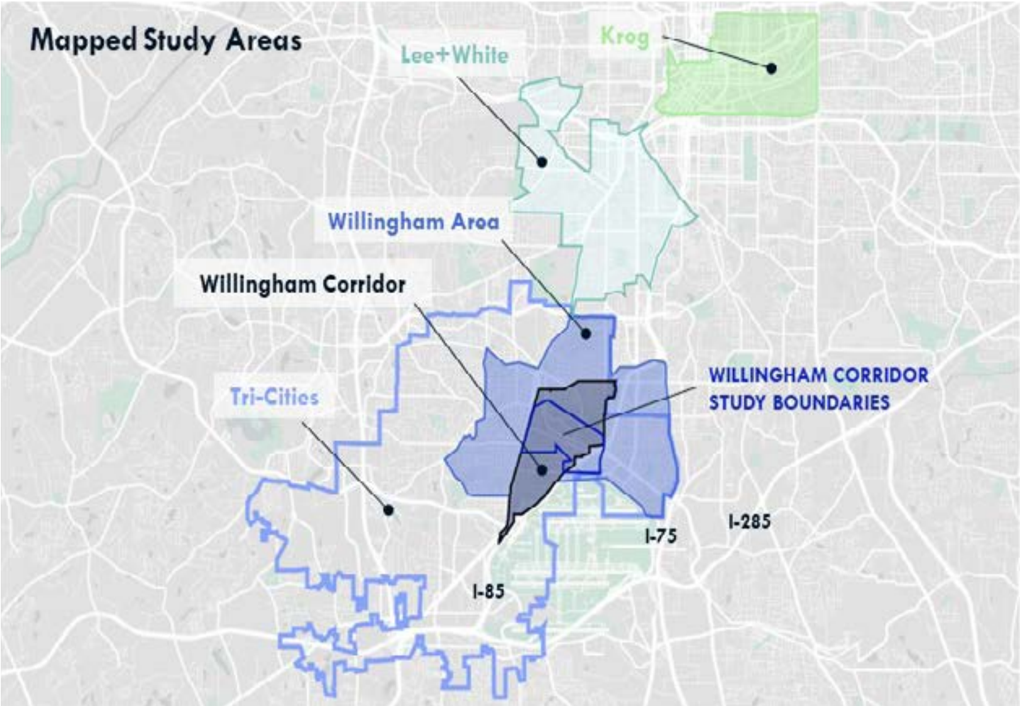
- Limited connectivity via RN Martin Street, Norman Berry
- Large block sizes
- Existing uses include 1-story industrial buildings, civic uses,

### 8. RESIDENTIAL

- Moderate connectivity via multiple local streets
- Small building footprints
- Small to moderate block sizes
- Existing uses include residential, institutional, civic and greenspace

# 05 CORRIDOR ECONOMIC ASSESSMENT

## STUDY AREAS FOR THIS ANALYSIS WERE SELECTED TO PROVIDE CONTEXT FOR THE WILLINGHAM CORRIDOR STUDY AREA, THE TRICITIES, AND COMPARABLE NEARBY COMMUNITIES.






## OFFICE KEY FINDINGS

Office development has been slow in recent years, but the area north of the airport continues to show potential as a growing office sub-market.

- Prior to COVID-19, low vacancies and rising rents at major office projects like Hartsfield Center ($27 psf) and Porsche's North American HQ have encouraged developers to consider new office construction north of the airport, but vacancy has steadily increased over the past decade, which has only been exacerbated since 2020.
- Tenants are drawn to the Willingham Area because of access to young workers, proximity to the airport, and short commutes. The Willingham Corridor has seen a 59% increase in professional, scientific, and technical service jobs, an industry that traditionally occupies office space since 2010, but the overall share of jobs remains small with only 4.4% of all jobs in the Willingham Corridor.
- Healthcare remains the largest employer in the Willingham corridor, and grew 41% in the past decade. The other fastest growing industry, Waste Management and Remediation, is not a traditional user of office space.
- The Willingham area has seen no new office development in recent years and negative absorption, indicating poor demand. While absorption has been low, rents have steadily risen from $16 psf in '16 to $22 psf in '20.
- Despite the large number of office buildings around the airport, including the Delta Headquarters, the Willingham corridor has few traditional office buildings. Office north of Willingham is older and smaller than offices surrounding the airport.
- Developers note that the construction of new office would require lease rates north of $40 psf, much higher than the current market rate.

## RESIDENTIAL KEY FINDINGS

MULTIFAMILY HOUSING COULD SERVE AS A CATALYST FOR REDEVELOPMENT OF THE WILLINGHAM CORRIDOR, BUT WILL REQUIRE CAPITALIZING ON EXISTING ASSETS AND DEVELOPING NEW ONES.

- Multifamily housing is limited in the Willingham area due to the corridor's industrial makeup, though new housing has been constructed on the periphery in all directions, particularly near downtown Eastpoint, College Park, and Hapeville. Today, the area is dominated by single-family houses, many of which are over 50 years in age.
- Willingham's slow population growth is reflected in the limited stock of new housing built in the area. Increasing incomes, particularly in the neighborhoods south of the corridor, point to strong potential for future multifamily in the area.
- Two new multifamily projects have been built near Willingham since 2010, with multifamily vacancy continuing to decline. Rents have continually increased since 2010, increasing from $0.74 to $1.03 in 2021. Multifamily vacancy remains high, however continued high absorption and steadily rising rents have attracted attention from regional developers, like South City Partners' new Hapeville mixed-use project.
- The accessibility to two MARTA stations is a very important feature for residential development to capitalize on and will be important in branding efforts for the Willingham corridor.
- To build on recent success, the corridor must continue to evolve to take advantage of strong demographic growth and surrounding redevelopment, particularly around adding walkable amenities to attract multifamily development, like retail or park space. Enhancements in the quality of life and provision of local amenities should lower the risk of first-mover investors.
- There is likely to be major environmental remediation needed and assemblage may be time consuming due to the small size and disjointed ownership of many properties along the corridor.
- A visionary partner able to reimagine the corridor's potential will likely be necessary to advance early projects. Any partnership will require private developers to take a large risk by entering into this market first. Public partners should be ready and able to commit resources and capacity to advancing these partnerships and managing the risk of entry.



## RETAIL KEY FINDINGS

WILLINGHAM DOES NOT HAVE A ROBUST RETAIL ENVIRONMENT AND LACKS THE TRAFFIC CRUCIAL FOR MANY RETAIL TYPES BUT COULD SUPPORT DESTINATION-BASED RETAIL USES LIKE HOME FURNISHINGS THAT THRIVE IN SPECIALIZED DISTRICTS.

- Today, Willingham Corridor serves as a specialized retail district for auto repair and lacks the retail diversity of adjacent corridors like Main Street, Cleveland Avenue, or Virginia Avenue.
- There has been limited new retail development in the Willingham area, with most of the new retail development concentrated in the Metropolitan Parkway area to the northeast or within each of the Tri-Cities' downtowns. Current retail building stock is old and in poor condition, with most built before 1980.
- Willingham Drive lacks high traffic volumes, which decreases the viability of retail uses relying on high visibility. These businesses will continue to be attracted to corridors with high traffic, like Covington Highway in Main Street and Avondale Estates in East Point.
- Retail demand generated by local residents is relatively low compared to demand generated by local workers and airport visitors. Drawing in local employees and airport visitors is crucial to realizing retail redevelopment within the corridor. This potential customer base could support substantial retail development, if captured.
- While there has been little development, vacancy remains low, indicating that there is steady retail demand in the area.
- Grocery stores, bars, and furniture stores represent the greatest supply/demand gap in the market today and have the greatest potential for success in the corridor.
- Retail uses including furniture, home furnishing, and antique sales are good fits to be the first non-auto related retail in the corridor as these uses could easily inhabit the existing industrial building stock, tend to aggregate into specialized retail districts that do not rely on through-traffic visibility to draw in customers, and sit comfortably next to industrial uses.
- The Decatur-Avondale area has undergone massive transformation and has developed a niche for furniture and antique retail, along with a large farmers market and breweries.

## INDUSTRIAL KEY FINDINGS

WILLINGHAM CORRIDOR'S CURRENT INDUSTRIAL SPACES VARY BETWEEN LIGHT AND HEAVY USES, MOST WITH RELATIVELY LOW RENTS.

- Net absorption of industrial space has been high since 2010, while only one project was delivered – pushing vacancies to 4% in 2020. Rent has steadily increased in this time, indicating strong demand for industrial space.
- The Willingham Corridor is home to a number of older warehouses and manufacturing, many of which are currently under-utilized.
- The Willingham Corridor's industrial features are a barrier to redevelopment. Uses such as recycling, chemical and heavy industrial manufacturing, and auto repair are nuisances due to negative externalities including pollution. The Willingham Corridor is also home to more compatible uses such as airplane catering and storage facilities, but these form a smaller share.
- The industrial spaces along the Willingham corridor vary in both size and adaptability. Two properties, close to downtown East Point, are currently for sale, and could offer the opportunity for redevelopment.
- Atlanta's West End Lee + White industrial adaptative reuse project serves as an example of what is possible when transportation and recreation infrastructure investments activate underutilized industrial real estate.



## HOTEL KEY FINDINGS

THE WILLINGHAM CORRIDOR CONTAINS ONE OF TWO MAJOR HOTEL HUBS ADJACENT TO THE AIRPORT, BUT IS LOCATED OFF OF WILLINGHAM DRIVE AND LARGELY ISOLATED FROM ADJACENT AMENITIES AND RESIDENTIAL OR RETAIL USES.

- The Willingham Corridor is home to hotels of all classes due to it's proximity to the Hartsfield-Jackson Atlanta International Airport. One of two major airport hotel clusters is located in the southern portion of the Willingham Study Area, but is noticeably separated from the largely industrial Willingham Corridor.
- Hotel uses are traditionally incompatible with surrounding industrial uses. Therefore, it is unlikely that hotel uses would lead redevelopment of Willingham Drive while industrial uses remain.
- The airport hotels have been a large economic driver on the east side of the Corridor, but they have not attracted many amenities that could be used by local residents or employees. Additionally, these hotel uses are largely disjointed from one another, lack cohesion with the surrounding residential neighborhoods, and are only accessible by automobile.
- New transit modes allowing access to this district and better pedestrian infrastructure could establish connectivity and position the corridor to capitalize on the existing hospitality node, similar to what has been achieved in College Park with the Georgia International Convention Center and SkyTrain.
- Prior to COVID, hospitality revenue per room and occupancy had been steadily increasing for a decade. As the hotels in the Willingham area are reliant on air travel, occupancy and RevPAR are expected to rebound as travel returns to pre-COVID levels.
- Studies have shown that prior to COVID there was sufficient mid to upscale hotels, but that the area had a gap in limited-service hotel development, indicating brands like Aloft would be successful here.

**LOCAL DEVELOPERS AND INVESTORS EXPRESSED THAT MAJOR RESIDENTIAL, OFFICE, OR RETAIL REDEVELOPMENT OF THE CORRIDOR IS AT LEAST FIVE-YEARS AWAY AND WILL REQUIRE SOME FORM OF PUBLIC ASSISTANCE TO MITIGATE THE RISK OF BEING FIRST IN THE MARKET.**

Through conversations with various developers regarding the potential for redevelopment of the Willingham Corridor, all indicated that redevelopment would require significant involvement from the City of East Point in both incentivizing development and rebranding the corridor. For each market use, a scoring matrix criterion was applied to identify developer readiness for investment.

| SCORE | DESCRIPTION |
|---|---|
| 1 | Undergoing active disinvestment and is unlikely to attractive investment within a ten-year timeline. |
| 2 | Potential to undergo future disinvestment in the near-term, but has opportunities for redevelopment to attract future investment within a ten-year timeline. |
| 3 | Could be suitable for the right project and has potential to attract future investment within a five-year timeline |
| 4 | An emerging market and has potential to attract forward thinking development partners today. |
| 5 | A developed market and is able to attract new ground-up construction from most developer partners today. |

DEVELOPER READINESS

OFFICE- 2

One developer mentioned the importance of bringing semi-skilled jobs to the City of East Point would be a beneficial way to invest back into the community, but office development would likely need to happen through a public private partnership.

MULTIFAMILY- 2

Developers noted that multifamily development along the corridor would be a high-risk project that would require some form of assistance from East Point. Multiple developers noted that there is a lack of neighborhood amenities that make this a desirable location for dense residential and the small lots complicate assemblage. Still, the potential to build off the thriving residential neighborhood south of corridor could present an opportunity for redevelopment for the right partner.

INDUSTRIAL- 4

Developers saw the current heavier industrial uses as an impediment to future development an the corridor, and that rezoning away from heavy industrial will be an important component to any redevelopment efforts. It was also noted that lighter industrial uses such as bakeries and movie studios can be compatible with redevelopment and that a market existed today.

RETAIL- 3

Developers mentioned that successful retail, along with quality of life improvements and greenspace amenities, could serve as the first step in transforming the corridor. One developer mentioned that the demographic trends are strong, but awareness of the area is lacking.

HOSPITALITY- 5

Hotels are already a vital part of the Willingham Corridor Area's economy, and one developer noted that prior to COVID, hotels were doing extremely well. There is a strong market to develop limited-service hotels in the Willingham Corridor Area, though not directly on Willingham Drive without significant changes to the mix of uses and improves in the quality of life experience.



## DEMOGRAPHICS AND WORKFORCE SUMMARY

Demographics

- Population loss has stabilized over the past decade after years of decline, with the pace of income growth almost double that of the Tri-Cities as a whole.
- Neighborhoods directly south of the Willingham Corridor have diverged demographically from neighborhoods to the north since 2010, with much higher income growth and college attainment.
- The number of households with at least one bachelor's degree has doubled since 2010, rising from 15% to 30%.

Workforce

- Medical, waste management/remediation and scientific/professional services were the fastest growing industries since 2010.
- Transportation and warehousing saw the largest employment losses between 2010 and 2020.

## TRACTS 110 AND 123 HAVE BEEN USED AS A PROXY FOR THE IMMEDIATE WILLINGHAM CORRIDOR STUDY AREA AS THESE TRACTS SPLIT THE RESIDENTIAL PORTION OF THE STUDY AREA.

The demographics within each of these tracts have diverged significantly since 2010, with Tract 123 seeing gains in households with higher median incomes. Tract 123's growth has been bolstered by Woodward Academy.

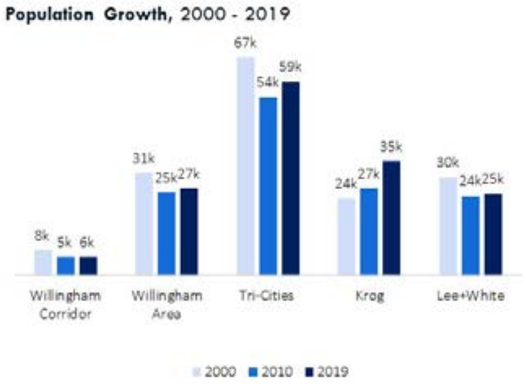
Source: ESRI, 2020.

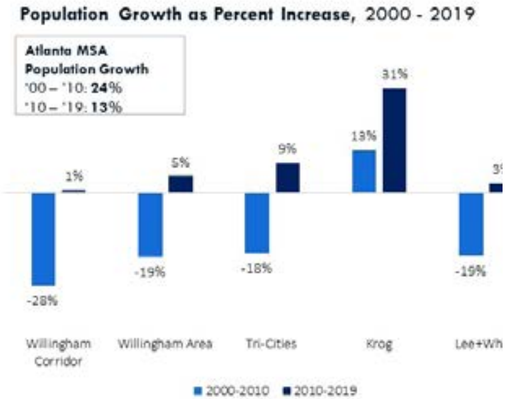
| | TRACT 123 | TRACT 110 |
|---|---|---|
| POPULATION | 2,691 (2020) | 2,910 (2020) |
| HOUSEHOLDS | 1,058 (2019) | 969 (2019) |
| MEDIAN INCOME | $52k (2020) | $24k (2020) |
| BACHELOR'S OR GREATER | 42% (2020) | 15% (2020) |
| MEDIAN AGE | 41.2 (2020) | 30.9 (2020) |



## LIKE MUCH OF THE TRI-CITIES AREA, THE WILLINGHAM CORRIDOR LOST SIGNIFICANT POPULATION BETWEEN 2000 AND 2010, BUT THIS TREND HAS REVERSED IN THE PAST DECADE.

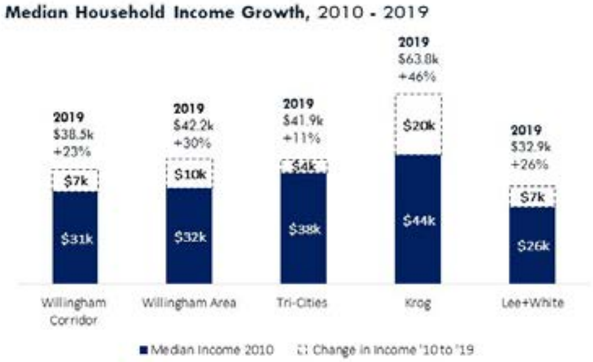
The Willingham Corridor has yet to capitalize on Atlanta's rapid population growth, but in recent years, the area has seen a population gain, indicating interest in the area.



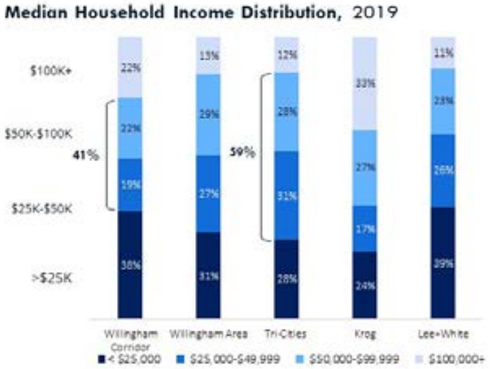



## WILLINGHAM AREA INCOMES HAVE SURPASSED THE TRI-CITIES SINCE '10, BUT INCOMES ARE MORE UN-EQUALLY DISTRIBUTED COMPARED TO THE GREATER TRI-CITIES IN BOTH THE WILLINGHAM CORRIDOR AND WILLINGHAM AREAS.

The Willingham area has seen rapid income growth despite limited new residential and commercial development. This growth is largely being driven by the area south of Willingham Drive.

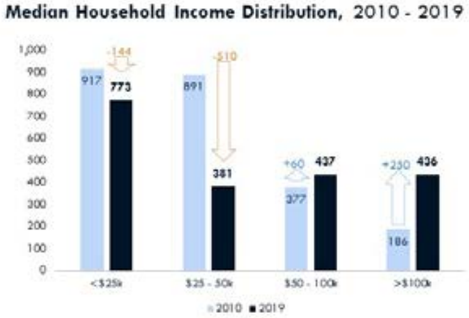



Source: Five-Year American Community Survey

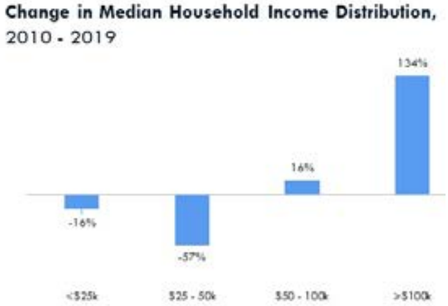



## INCREASING INCOMES IN THE WILLINGHAM CORRIDOR ARE DUE TO DEMOGRAPHIC SHIFTS FOR HIGH AND LOW-EARNING HOUSEHOLDS, WITH A 55% INCREASE IN HOUSEHOLDS EARNING MORE THAN $50K/YEAR AND A 36% DECREASE IN HOUSEHOLDS EARNING LESS THAN $50K.

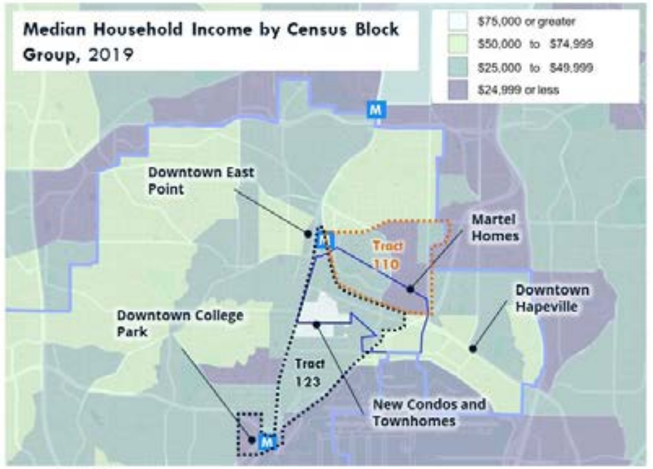
The increases in median income better supports retail as residents have more disposable income.




Source: Five-Year American Community Survey



**WHILE INCOMES ON EACH SIDE OF THE CORRIDOR WERE RELATIVELY EQUAL IN 2010, THEY HAVE DIVERGED SUBSTANTIALLY SINCE. HOUSEHOLD INCOME SOUTH OF THE CORRIDOR (TRACT 123) INCREASED BY 62%, WHILE INCOMES NORTH OF THE CORRIDOR (TRACT 110) DECREASED BY 23%.**

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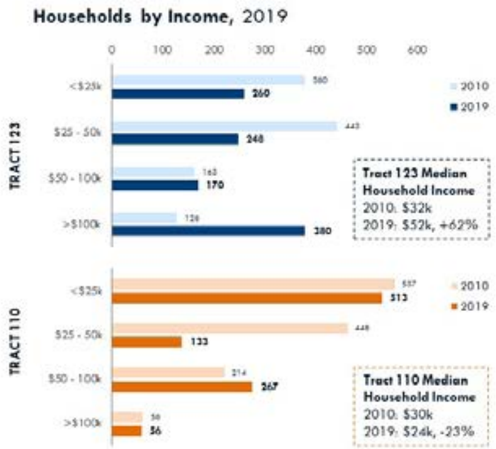
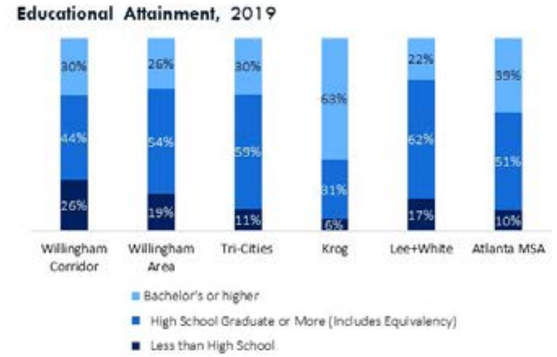


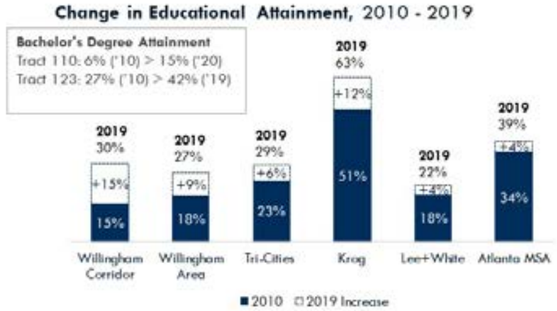



**BOTH THE WILLINGHAM CORRIDOR AND AREA LAG THE ATLANTA MSA IN EDUCATIONAL ATTAINMENT. DESPITE THIS, THE CORRIDOR AND AREA ARE GAINING RESIDENTS WITH BACHELOR'S DEGREES AT A FASTER RATE.AND A 36% DECREASE IN HOUSEHOLDS EARNING LESS THAN $50K.**

The increase in educational attainment in the Willingham area is largely driven by Tract 123, south of Willingham Drive. The large educational and wealth disparities between the north and south of Willingham Drive is increasing.

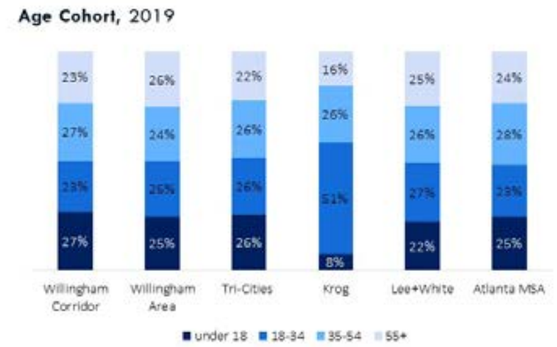


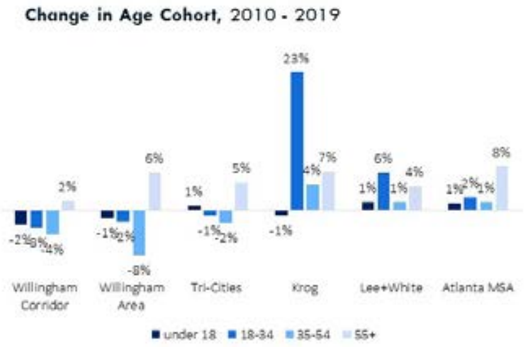

Source: Five-Year American Community Survey



## WHILE THE WILLINGHAM AREA AGE DISTRIBUTION REFLECTS MUCH OF THE TRI-CITIES, IT HAS NOT ATTRACTED NEARLY AS MANY PEOPLE AGED 18 - 34 AS STRONG COMPARATIVE MARKETS, LIKE THE KROG STREET MARKET AREA.

The Willingham Area is aging faster than the TriCities and other peer neighborhoods, with only the 55+ age demographic growing. For the Krog Street Market area, which has seen rapid population growth and development, the 18-34 age demographic supported much of this development.




Source: ESRI.



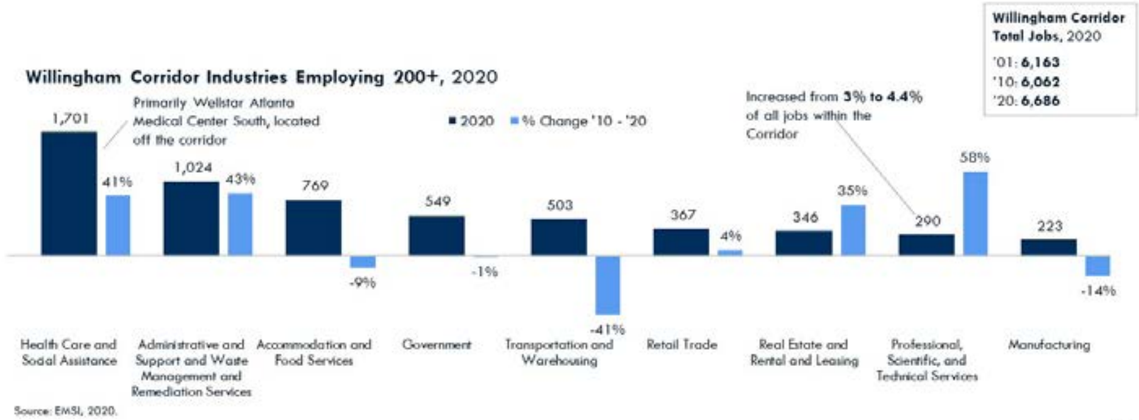
## UNEMPLOYMENT IN BOTH THE WILLINGHAM CORRIDOR AND AREA HAVE DROPPED SUBSTANTIALLY SINCE 2010, BUT UNEMPLOYMENT REMAINS HIGHER COMPARED TO THE WHOLE TRICITIES.

This positive trend was largely driven by Tract 123, even though unemployment also decreased in Tract 110 as well.

Source: Five-Year American Community Survey

## THE LARGEST INDUSTRY IN THE WILLINGHAM CORRIDOR IS HEALTH CARE AND SOCIAL ASSISTANCE, FOLLOWED BY ADMINISTRATIVE AND SUPPORT/WASTE MANAGEMENT AND REMEDIATION. JOB LOSSES WERE CONCENTRATED IN TRANSPORTATION AND WAREHOUSING.

The job loss in transportation and warehousing and manufacturing is largely due to the aging stock of Willingham's industrial buildings which are not well suited for modern warehousing and manufacturing needs.




Source: EMSI, 2020.



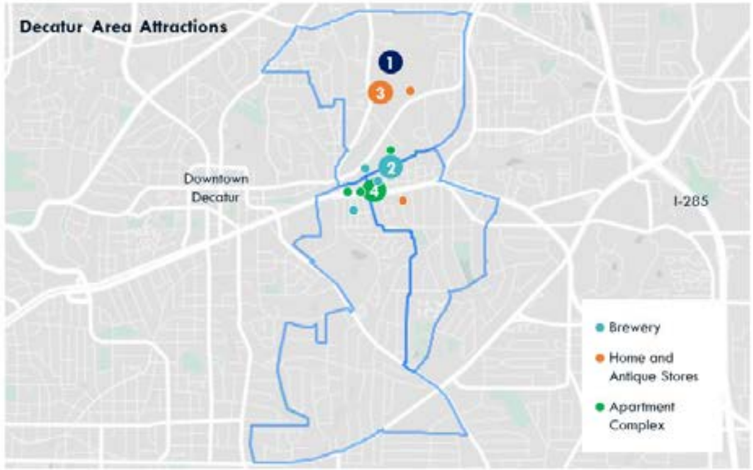
## GROWTH IN ADMIN./WASTE MANAGEMENT AND PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES IN WILLINGHAM OUTPACES THE GROWTH IN COMPARISON MARKETS.

Lee + White, an area that has undergone transformative change in the past years, saw a significant decrease in manufacturing, but an increase in transportation and warehousing. The sharp decrease in manufacturing and transition towards lighter industrial uses have helped bolster the area's transformation.

Source: EMSI, 2020.

AVONDALE
CASE STUDY
BEFORE (2014)
AFTER (2021)

## OVER THE PAST THREE DECADES, THE DECATUR-AVONDALE INDUSTRIAL AREA HAS TRANSFORMED INTO AN AMENITY-RICH HUB OF BREWERIES, ANTIQUES AND HOME FURNISHINGS, AND RESTAURANTS WITH REGIONAL RETAIL DESTINATIONS LIKE YOUR DEKALB FARMER'S MARKET.

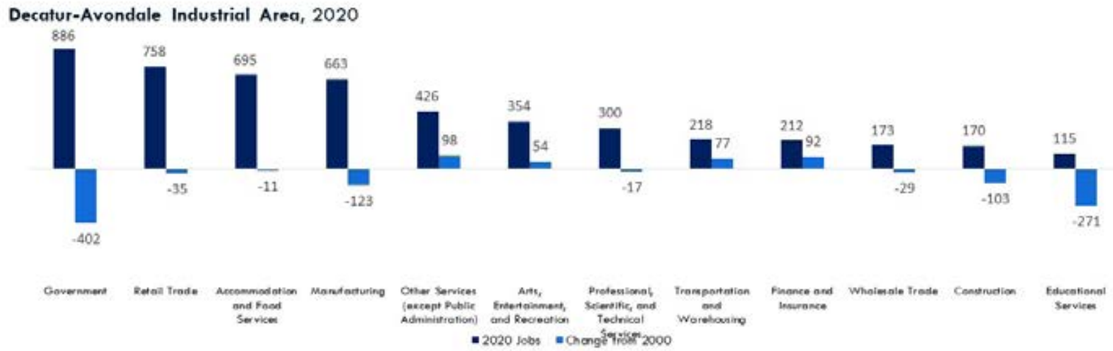



Source: EMSI, 2020.



## WHILE THE AREA'S TRANSFORMATION DID CAUSE JOB LOSS IN INDUSTRIES SUCH AS CONSTRUCTION, MANUFACTURING, GOVERNMENT, AND WHOLESALE TRADE, THESE LOSSES WERE RELATIVELY SMALL. IN TOTAL, JOB EMPLOYMENT STAYED RELATIVELY STABLE.

The Decatur-Avondale Industrial area's transformation exemplifies that light industrial uses can be compatible with repositioning a corridor. Even though the area lost some manufacturing jobs, there has been an increase in light food and beverage manufacturing.




Notes: Census tracts 229.230, and 222.3 were used for the Decatur Area. Only industries with over 200 jobs in 2001 or 2020 are shown, with healthcare excluded (over 6,000 jobs in 202.
Source: EMSI, 2020.

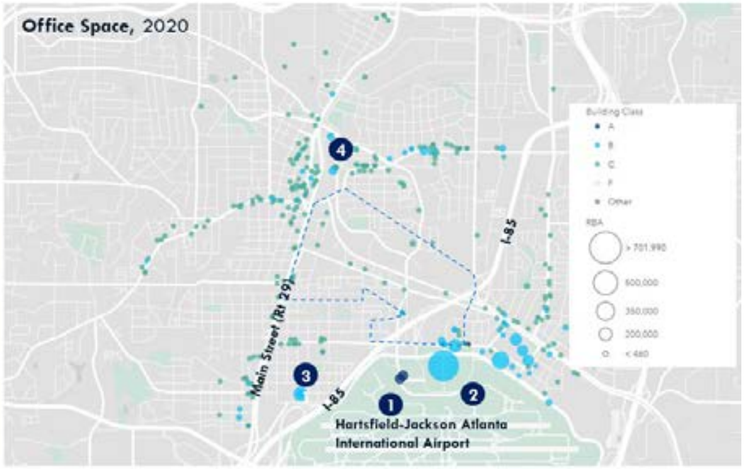
## MARKET ANALYSIS - SUMMARY

- Office
- Prior to COVID, low vacancies at major office projects like Hartsfield Center ($27 psf) and Porsche's North American HQ have encouraged developers to consider office new construction north of the airport.
- Vacancy has steadily increased over the past decade, which has only been exacerbated since 2020.
- Multifamily
- High absorption and steadily rising rents have attracted attention from regional developers to the area, like South City Partners' new Hapeville mixed-use project.
- Willingham corridor must add walkable amenities to attract multifamily development.
- Retail
- Drawing in local employees and airport visitors is crucial to realizing retail redevelopment within the corridor.
- Grocery stores, bars, and furniture stores have the greatest potential for success in the corridor.
- Industrial
- Industrial vacancy is historically low, with rents improving from $2.44 in 2010 to $8.01 in 2021.
- Hospitality
- Up until 2020, occupancy and revenues were trending up towards record highs, but COVID has substantially



**MOST OFFICE NEAR WILLINGHAM DRIVE IS CONCENTRATED ADJACENT TO THE AIRPORT, WITH NO NEW OFFICE DEVELOPMENT IN THE IMMEDIATE PIPELINE. OFFICES NORTH OF WILLINGHAM DRIVE ARE OLDER AND SMALLER THAN OFFICES SURROUNDING THE AIRPORT.**

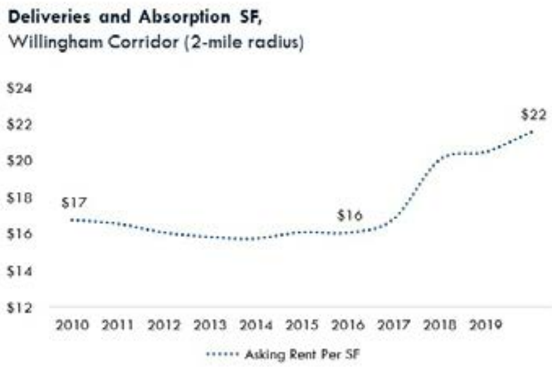
Source: CoStar, 2020.



## THE WILLINGHAM AREA HAS SEEN NO NEW OFFICE DEVELOPMENT IN RECENT YEARS AND EXPERIENCED NEGATIVE ABSORPTION, INDICATING POOR DEMAND. WHILE ABSORPTION HAS BEEN LOW, RENTS HAVE STEADILY RISEN FROM $16 PSF IN '16 TO $22 PSF IN '20.

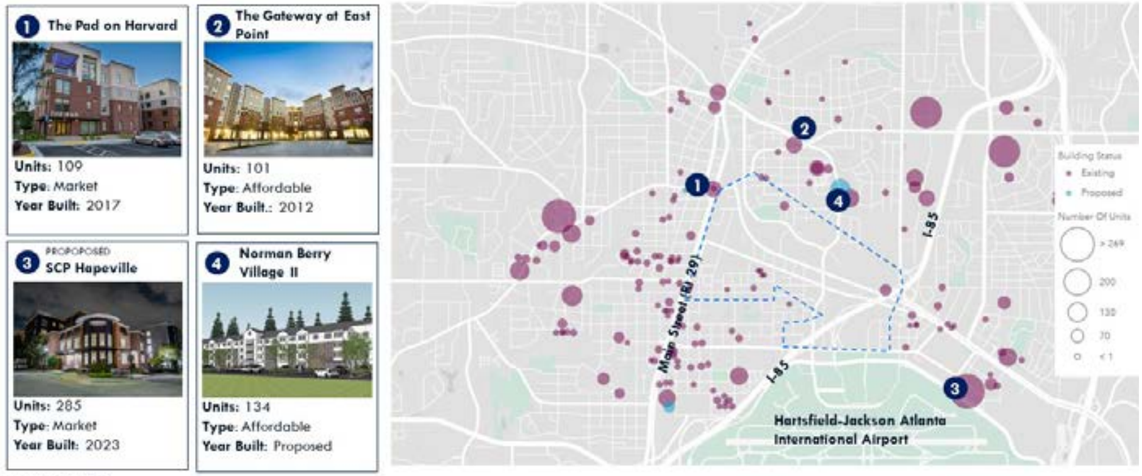
Despite the large number of office buildings around the airport, including the Delta Air Lines Headquarters, the Willingham Corridor has few traditional office buildings.

Source: CoStar, 2020.





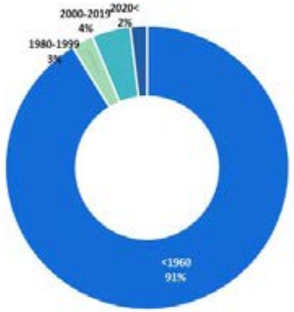

## MULTIFAMILY HOUSING IS LIMITED IN THE WILLINGHAM AREA, WITH ALMOST NO HOUSING IN THE CORE OF THE STUDY AREA DUE TO THE INDUSTRIAL NATURE OF THE WILLINGHAM CORRIDOR, THOUGH NEW HOUSING HAS BEEN CONSTRUCTED ON THE PERIPHERY IN ALL DIRECTIONS.




Source: CoStar, 2020.

## THERE HAS BEEN NO NEW MULTIFAMILY HOUSING CONSTRUCTION IN THE WILLINGHAM CORRIDOR, BUT IN THE AREA SURROUNDING THE WILLINGHAM CORRIDOR, THERE HAS BEEN A MIX OF MARKET AND AFFORDABLE MULTIFAMILY HOUSING, WITH TWO PROJECTS IN THE PIPELINE.

**Primary Study Area Multifamily Inventory,**
By Year Built




| Property Name | Year Built | Rent Type | Units | Rent/SF[a] | Avg Unit Size | % Studios, 1BR, 2BR |
|---|---|---|---|---|---|---|
| Norman Berry Village | 2023 | Affordable | 134 | N/A | N/A | 100% |
| The Diamond @ College Park | 2022 | Affordable | 61 | N/A | N/A | 100% |
| The Pad on Harvard | 2017 | Market | 109 | $1.64 | 839 SF | 100% |
| The Gateway at East Point | 2012 | Affordable | 101 | $1.03 | 732 SF | 100% |
| The Atlantic Aerotropolis | 2008 | Market | 269 | $1.76 | 1,001 SF | 98% |
| 3389-3395 N Whitney Ave | 2006 | Market | 4 | N/A | 2,218 SF | 0% |
| Norman Berry Village (Phase 1) | 2006 | Affordable | 119 | $0.79 | 693 SF | 100% |
| Princeton Court | 2005 | Affordable | 116 | $0.98 | 823 SF | 100% |
| **Average Rent** | | | | **$1.03[a]** | **918 SF** | **95%** |

Source: CoStar, 2020.

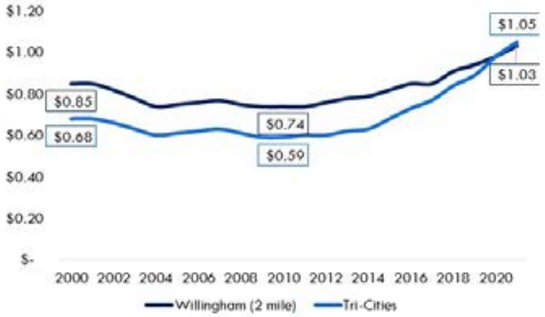


## TWO NEW MULTIFAMILY PROJECTS HAVE BEEN BUILT NEAR WILLINGHAM SINCE 2010, WITH MULTIFAMILY VACANCY CONTINUING DECLINE. RENTS HAVE CONTINUALLY INCREASED SINCE 2010, INCREASING FROM $0.74 TO $1.03 IN 2021.

Multifamily vacancy remains above a healthy vacancy rate, however the increasing population may cause vacancy to further decrease.

**Multifamily Activity,**
2-mile radius

**Multifamily Rent,**
2-mile radius



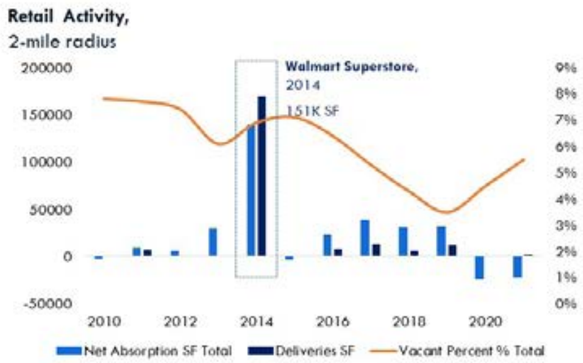

Source: CoStar, 2020.

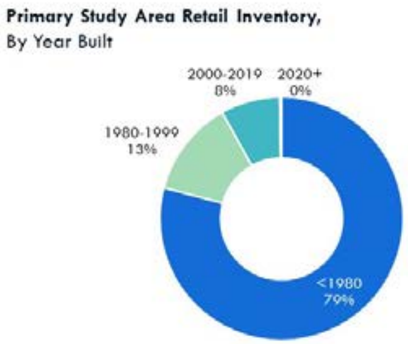
## WILLINGHAM CORRIDOR SERVES AS A SPECIALIZED RETAIL DISTRICT FOR AUTO REPAIR AND LACKS THE RETAIL DIVERSITY OF ADJACENT CORRIDORS LIKE MAIN STREET, CLEVELAND AVENUE, OR VIRGINIA AVENUE.

Source: CoStar, 2020.

## THERE HAS BEEN LIMITED NEW RETAIL DEVELOPMENT IN THE WILLINGHAM AREA, WITH MOST OF THE NEW RETAIL DEVELOPMENT CONCENTRATED ON THE METROPOLITAN PARKWAY AREA TO THE NORTHEAST. RETAIL BUILDING STOCK IS OLD, WITH MOST BUILT BEFORE 1980.

There has been almost no speculative retail built in recent years, with some of the most recent developments being Walmart and Ace Hardware. While there has been little development, vacancy remains low, indicating that there is steady retail demand in the area.




Source: CoStar, 2020.

## THE PRIMARY TRADE AREA HAS ONLY 7,800 RESIDENTS, BUT 38,000 WORKERS, ADDING SIGNIFICANTLY TO THE RETAIL DEMAND IN THE AREA. ADDITIONALLY, THE PROXIMITY TO THE AIRPORT COULD BE A POTENTIAL RETAIL DRIVER IN THE AREA.

PRIMARY TRADE AREA (5 to 10 miles)

**7,800**
*residents*

- **$29K** median household income
- **22%** of residents are between the ages of 20 and 34

**38,000**
*employees of local businesses and institutions that do not live in the primary trade area**

- **48%** of workers earn more than **$3,333** per month ($40,000 annually)
- **20%** of workers are aged 29 or younger

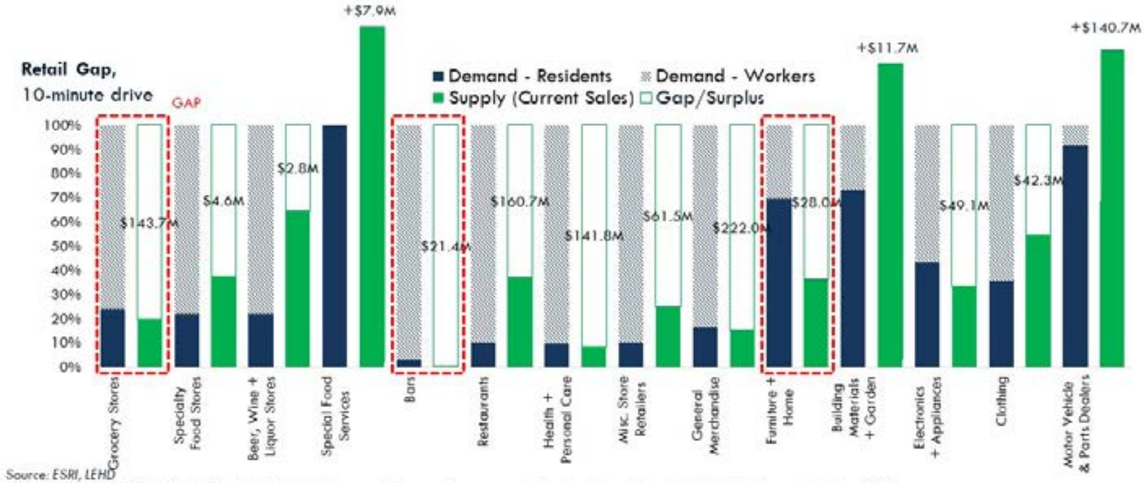
**70,800**
*Daily Passengers Driving or Leaving at Hartsfield-Jackson Atlanta International Airport*

- **$11.87** in airport spending per passenger.

*Source: ESRI, LEHD 2019*
*While more recent LEHD data (2017) is available, Office of Personnel Management (OPM) **data on Federal Workers were not available as part of the 2016 and 2017 release** and so the coverage of "All Jobs" contain information on only workers in the private sector and state/local government. Since Federal Workers comprise a significant portion of the retail trade area employment, **our analysis used the 2015 LEHD data, which includes Federal Workers.** As jobs have grown in the trade area, the retail demand from office workers shown here **should be considered a conservative estimate.** For more information: LEHD*
***Analysis excludes workers that earn less than $15,000 annually. Of the 28,000 workers that do not live in the primary trade area, **22,500** were included in the analysis.*

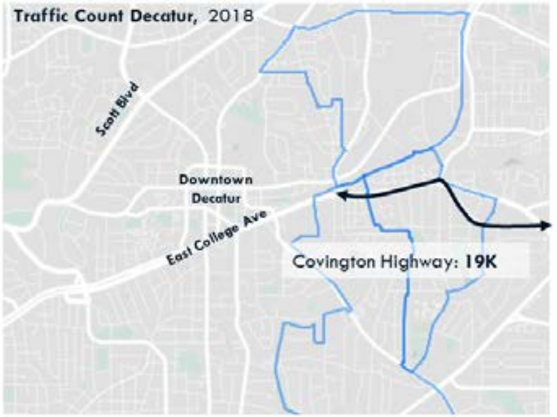


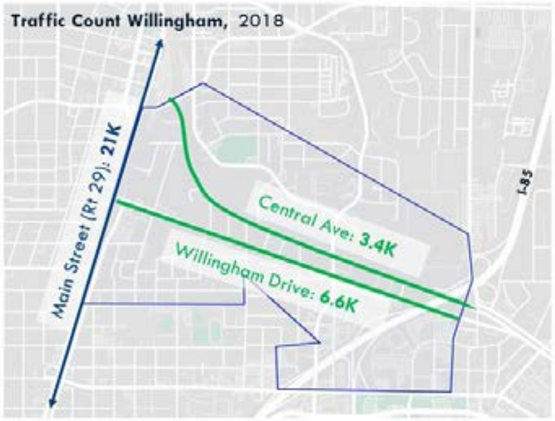
## RETAIL DEMAND GENERATED BY LOCAL RESIDENTS IS RELATIVELY LOW COMPARED TO DEMAND BY LOCAL WORKERS AND AIRPORT VISITORS. GROCERY STORES, BARS, AND FURNITURE STORES REPRESENT THE GREATEST SUPPLY/DEMAND GAP IN THE MARKET TODAY.




*Source: ESRI, LEHD*
*Note: Based on ESRI's Retail MarketPlace. While the data is presented in current-year geography, all supply and demand-related estimates remain vintage 2017.*

## WILLINGHAM DRIVE LACKS HIGH TRAFFIC VOLUMES, WHICH DECREASES THE VIABILITY OF RETAIL USES RELYING ON HIGH VISIBILITY. THESE BUSINESSES WILL CONTINUE TO BE ATTRACTED TO CORRIDORS WITH HIGH TRAFFIC, LIKE MAIN STREET IN EAST POINT AND COVINGTON HIGHWAY IN AVONDALE ESTATES.



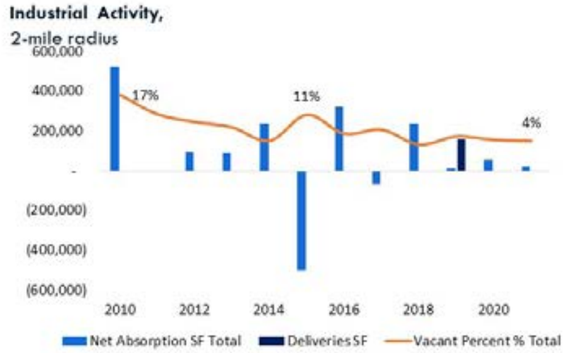




Source: Gdottrafficdata, 2020.



## NET ABSORPTION HAS BEEN HIGH SINCE 2010, WHILE ONLY ONE PROJECT WAS DELIVERED PUSHING VACANCIES TO 4% IN 2020. RENT HAS STEADILY INCREASED IN THIS TIME, INDICATING STRONG DEMAND FOR INDUSTRIAL SPACE.

The Willingham Corridor is home to a number of older warehouses and manufacturies, many of which are no longer compatible with 21st century manufacturing and warehousing.



Source: CoStar, 2020.

**THE WILLINGHAM CORRIDOR'S INDUSTRIAL FEATURES ARE A BARRIER TO REDEVELOPMENT. USES SUCH AS RECYCLING, CHEMICAL AND HEAVY INDUSTRIAL MANUFACTURING, AND AUTO REPAIR ARE NUISANCES DUE TO NEGATIVE EXTERNALITIES INCLUDING POLLUTION. THE WILLINGHAM CORRIDOR IS ALSO HOME TO MORE COMPATIBLE USES SUCH AS AIRLINE CATERING AND STORAGE.**

**1 SA Recycling**

**Use:** Recycling
**Lot (Acre):** 17.2

**2 Otter Self Storage**

**Use:** Self Storage
**Lot (Acre):** 2.3

**3 LSG Sky Chef**

**Uses:** Food Distribution/airport related
**Lot (Acre):** 2.54

**4 Car lot**

**Uses:** Car storage?
**Lot (Acre):** 13.1

Source: Google Earth.



**THE INDUSTRIAL SPACES ALONG THE WILLINGHAM CORRIDOR VARY IN BOTH SIZE AND ADAPTABILITY. TWO OF THESE PROPERTIES, CLOSE TO DOWNTOWN EAST POINT, ARE CURRENTLY FOR SALE, AND COULD OFFER REDEVELOPMENT OPPORTUNITIES.**

**1 31030 S Martin St-Bldg 1**

**Asking Rent( NNN):** $5.70
**Lot (Acre):** 12.15
**Size (SF):** 39,000
**Year Built/Renov.:** 1987

**2 1571 Taylor Ave**

**Sale Price:** $810k
**Lot (Acre):** 0.45
**Size (SF):** 12,368
**Year Built/Renov.:** 1968

**3 1631 Willingham Dr**

**Sale Price:** $4M
**Lot (Acre):** 2.1
**Size (SF):** 52,066
**Year Built/Renov.:** 1965

**4 1129-1199 Willingham Dr**

**Asking Rent( NNN):** $6.00
**Lot (Acre):** 4.3
**Size (SF):** 85,775
**Year Built/Renov.:** 1962

Source: Co-Star, 2020.

## ATLANTA'S WEST END LEE + WHITE INDUSTRIAL ADAPTATIVE REUSE PROJECT SERVES AS AN EXAMPLE OF WHAT IS POSSIBLE WHEN TRANSPORTATION AND RECREATION INFRASTRUCTURE INVESTMENTS ACTIVATE UNDERUTILIZED INDUSTRIAL REAL ESTATE.

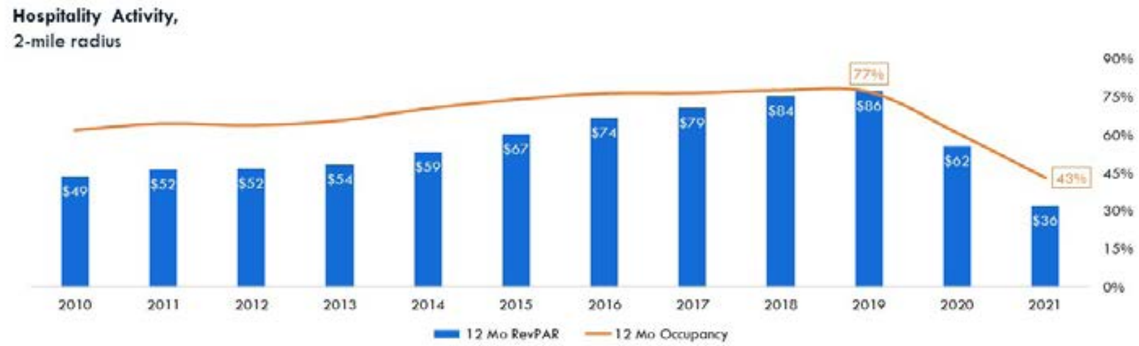
Lee + White
Ackerman & Co. and MDH Partners have released new master plans for their $85 million redevelopment and expansion of the 11-building, 433,000 square-foot Lee + White property in Atlanta's West End neighborhood.

Located just 0.4-miles from the West End MARTA station, the new Lee + White master plans include 250 multifamily units, 145,000 square feet of create loft office space, 47,000 square feet of retail space, and an outdoor amphitheater. The initial phase of the redevelopment included the addition of tenants such as Monday Night Brewing, Wild Heaven Beer, Best End Brewing, ASW Distillery, and Hop City Craft Beer & Wine, each of which has developed a unique following and enjoyed substantial success.

Construction is slated to begin in 2021 with delivery of 42,000 square feet of creative loft office in Phase 1 by the end of 2020, followed by the opening of 17,000 square of retail and 103,000 square feet of creative loft office expected later in the year.

## PRIOR TO COVID, HOSPITALITY REVENUE PER ROOM AND OCCUPANCY WERE INCREASING. AS THE HOTELS IN THE WILLINGHAM AREA ARE RELIANT ON AIR TRAVEL, OCCUPANCY AND REVPAR WILL REBOUND AS TRAVEL RETURNS TO PRE-COVID LEVELS.

The Willingham Corridor is home to a significant hub of airport hotels to the north of the airport; the northern edge of the airport is more desirable as it is closer to Atlanta. This has been a large economic driver on the east side of the Corridor.




Source: CoStar, 2020.

**THE WILLINGHAM CORRIDOR IS HOME TO HOTELS OF ALL CLASSES DUE TO IT'S PROXIMITY TO THE HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT. ONE OF TWO MAJOR AIRPORT HOTEL CLUSTERS IS LOCATED IN THE SOUTHERN AREA OF THE WILLINGHAM STUDY AREA. MORE COMPATIBLE**

**1 Econolodge**

**Scale:** Economy
**Rooms:** 99
**Year Built/Renov.:** 1966

**2 Double Tree by Hilton**

**Scale:** Upscale
**Rooms:** 220
**Year Built/Renov.:** 1985/2018

**3 Homewood Suites**

**Scale:** Upscale
**Rooms:** 122
**Year Built/Renov.:** 2014

Source: CoStar, 2020.

# 06 PUBLIC ENGAGEMENT

## STAKEHOLDER AND COMMUNITY ENGAGEMENT

Stakeholder and community engagement during the first phase of the study included virtual meetings with the project management team (PMT), a corridor tour with the PMT, an initial stakeholder committee virtual meeting and stakeholder interviews. The Project Management Team includes staff representatives from the Cities of East Point, College Park and Hapeville, Aerotropolis Atlanta Alliance, Finding the Flint, and the Atlanta Regional Commission. The Stakeholder Committee includes representatives from neighborhoods, local businesses, economic development organizations, and

### PROJECT MANAGEMENT TEAM MEETING 05-26-2021

During the meeting, planning team provided a brief overview of the schedule and timing of outreach and deliverables. The group then discussed what a successful corridor study process would include, what the group's vision for the future of the corridor included, specific issues and opportunities along the corridor today, data needs and relevant studies to consider, and identify potential stakeholders for the planning team to consider for the stakeholder committee or stakeholder interviews.

### CORRIDOR TOUR 06-17-2021

A tour of the corridor was conducted by the PMT and the planning team to gain a firsthand perspective of the current character of the area, identify potential challenges or opportunities, visit recent or potential development sites and possible locations for future greenspace. Due to the site visit, the team was better positioned to assess potential needs and opportunities in the study area.

### PROJECT MANAGEMENT TEAM MEETING 06-30-2021

During the second meeting of the PMT, the group discussed the Corridor Tour, reviewed initial analysis related to existing conditions, as well as demographic and market data. The meeting also involved a follow-up discussion on Stakeholder Committee members, upcoming meeting dates, and draft meeting agendas. The meeting concluded with discussion about the online community survey's format, questions, and timing.

### CORRIDOR TOUR 08-25-2021

During the third meeting of the PMT the group discussed takeaways and impressions from the first Stakeholder Committee meeting, reviewed interim online survey and interactive map results, upcoming stakeholder and community outreach events. The meeting also included an overview of the draft Existing Conditions and Corridor Economic Assessment Report. The meeting concluded with the group examining the summary map of opportunities and constraints and the draft corridor character areas map.

### STAKEHOLDER COMMITTEE MEETING 08-05-2021

During the first meeting of the Stakeholder Committee, the planning team provided an overview of the project including the purpose of the study area, purpose of the stakeholder committee, a review of existing conditions of the area, demographic and market data, as well as any relevant trends or themes identified during the initial analysis. The meeting also included an opportunity for the Committee to provide their thoughts on the corridor today, opportunities and challenges along the corridor today and potential vision for the corridor in the future.

The Stakeholder Committee provided the following responses when asked to provide a word or short phrase to describe the corridor today and a word or short phrase to describe the ideal corridor in the future:

## PUBLIC SURVEY AND INTERACTIVE MAP

An online community survey was created using Survey Monkey and Wikimap to gather community input on current issues and opportunities, ideas for public or private investment, as well as thoughts on the corridor today or ideal corridor. Additionally, the survey asked respondents to provide a additional history or a unique story about the corridor. Of the 157 participants 82% desired change and 18% wished for the area to maintain as is. Survey respondents were provided a brief overview of the study and asked the following questions:

- How do you interact with Willingham Drive corridor?
  - I live on or near Willingham Drive
  - I work on or near Willingham Drive
  - I do not live or work near Willingham Drive, but I drive the corridor often
  - I regularly attend activities or run errands along the corridor
  - I do not live, work, or use Willingham Drive often
- Please provide a word or brief phrase to describe Willingham Drive today
- Please provide a word or brief phrase to describe what you would like to see for Willingham Drive in the future
- What are some opportunities or challenges that may help or hinder that vision of Willingham from happening?

In addition to the survey questions, an interactive map was created that allowed participants to pin specific locations along the corridor and denote areas that they liked, areas that they thought need improvement and areas that might present an opportunity. Participants could leave comments on their pins or comment on pins left by others, indicating whether they agree or disagree.

**Note: At the time of this drafts creation, Public Survey was still open for input, and results received from a recent community intercept were being analyzed.*

Responses to the questions regarding a word or short phrase to describe the corridor today or to describe the ideal corridor in the future included the following:

# WILLINGHAM

## CORRIDOR STUDY Stakeholder and Community Engagement Report

# TABLE OF CONTENTS

00| **INTRODUCTION** ..... 3

01| **ENGAGEMENT STRATEGIES AND TECHNIQUES** 5

02| **CONCLUSION** ..... 29



# INTRODUCTION

***Introduction***
The Community Engagement Strategy (CES) Final Report will outline how stakeholders and community members were involved in the Willingham Drive Corridor Improvement Study process. The CES was intended to be a "living document" that guided engagement activities through the life of the study and was refined as engagement opportunities and challenges presented themselves. It outlined strategies and a variety of methods of community engagement techniques to reach a large and diverse public that ensured input was gathered and information was disseminated.

The CES consisted of the following strategic pillars: Educate, Engage, and Inform.

Educating stakeholders and community members about the project was an important part of the process. Education and outreach activities gave the Project Team direct interaction with the community and provided an opportunity to garner support for the project.

Engaging stakeholders was an essential component of the outreach process, as it helped translate stakeholders' needs into project goals. Discovering the point of consensus to shared motivation helped stakeholder groups arrive at decisions that resulted in meaningful outcomes. The Project Team's strong relationships in the respective cities were an asset and were useful throughout the engagement process.

Maintaining on-going communication with stakeholders minimized the potential for misunderstandings and dissemination of inaccurate information about the project. The Project Team ensured stakeholders and citizens were informed throughout the process, provided outcomes, and allowed them to see where their participation impacted the plan.

***COVID-19 Principles***
COVID-19 changed our industry, particularly as it related to traditional public workshops and stakeholder meetings, where input and decision-making has typically taken place face-to-face. Fortunately, technology has made significant advances to allow for meaningful interaction in a virtual environment. The Project Team took full advantage of these technologies (e.g., Zoom) to educate and gather feedback. This platform provided a variety of innovative tools to virtually interact, engage, and solicit public opinion.

# 01 ENGAGEMENT STRATEGIES AND TECHNIQUES

The techniques outlined in this plan were crafted to offer opportunities for agencies, stakeholders, and the community to be involved and engaged despite the necessity for social distancing. Coordination efforts included stakeholder interviews, information sharing tools, online engagement, and virtual meetings. The implementation process was extremely important, as it brought the Community Engagement Strategy to life and transformed the tactics into action. The "optional" engagement tools listed below, are equipped with a variety of tactics that aligned with the strategic pillars set forth in the Community Engagement Strategy, and activation of designated initiatives was based on project goals and objectives. The following engagement tools and techniques were used throughout the project. More details on each method of engagement are provided below.

***Flyers/QR Codes***

*Event Flyers/QR Codes*

*Figure 1A*

*Figure 1B*





***Literature Drops***

Project related literature was distributed to local businesses within the study area (as shown in Figure 2A-2D).

Literature Drop locations:

- Star Coin Laundry
- Lee's Coin Laundry
- Brownie's Cleaners
- Courtesy Cleaners
- Eastpoint Fish and Wings
- Taco Pete
- Ardens Garden
- Romeo's Pizza and Bistro
- Subway
- The Breakfast Boys
- Spondivits
- Lickety Split Southern Kitchen & Bar
- La Shish Kabob
- American Deli
- Marathon
- Valero
- Tienda y Carniceria El ejido
- El Jefe Cigar Co.
- Airport Vapes
- Kings Cigar Lounge
- The Wellness Spot
- Gias Organic Herbs and Vitamins
- Olympus Gym
- Banister's Upholstery
- TDJ Auto Sales
- Hoots Auto Service
- Atlanta General Machine Works
- Hapeville Collision Center
- Allied Motor Parts
- Staybridge Suites Atlanta Airport
- Hilton Atlanta Airport
- Residence Inn by Marriott Atlanta Airport
- Sonesta Select Atlanta Airport
- Double Tree by Hilton Hotel Atlanta Airport
- Hampton Inn & Suites Atlanta Airport
- Woodward Academy
- Hapeville Charter School Business Office
- Main Street Package
- Treat Love
- LSG Sky Chefs
- Realms Enterprises INC
- Startship Corporate Offices
- Del Barrio Autoglass
- Dandie Scottie Kennel
- Tri City Animal Hospital

*Figure 2A*

*Figure 2B*

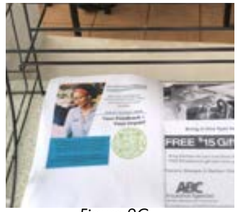


*Figure 2C*

*Figure 2D*

### *Website*

A project webpage (as shown in Figure 6) was established on the City of East Point's website. This webpage housed project information and announcements of upcoming outreach and milestones. Additionally, project announcements and general information were disseminated to the Cities of College Park and Hapeville. An interactive map (as shown in Figure 7) was included on the site to gather input and opinions on the current status and future opportunities for the study.

*Figure 6*

*Figure 7*





### *Social Media Marketing*

Social Media expanded the reach by providing an ability to capture diverse audiences and influencers that helped to generate buzz about the project. The Project Team developed a social media content calendar and utilized designated social media platforms to share information. Video and images accompanied the captivating content to ensure it captured the audience's attention. All social media activities were coordinated with each city and consistent with each city's existing social media platforms and content strategy.

*Figure 8A*

*Figure 8B*

*Figure 8C*

### *Meetings*

Considering the project timeline, consistent meetings for coordination and project updates maximized the team's opportunity for success. Project Team coordination meetings and project status reports provided an opportunity for the Project Team to discuss ongoing activities, as well as track progress and outcomes. Meetings also included coordinated stakeholder meetings as well as two public meetings. Elected officials and key stakeholders were briefed and interviewed during the process to gain a better understanding of the current issues and potential opportunities within the Willingham Corridor area. This input supported the development of draft recommendations and catalytic site concepts that were then shared with the PMT, Stakeholder Committee and the public.

## COMMUNITY OUTREACH - EVENTS

***Community Events***
The Project Team participated in the City of East Point's Wind Down Wednesday Community event to gather input from the public.

*Figure 3A*

*Figure 3B*

*City of East Point Wind Down Wednesday, August 25, 2021*

***Community Intercept***
- More renovations need to be made to the existing buildings
- Add kid friendly activities (fun zones, Dave & Busters)
- Expand Main St. (add more family-oriented infrastructures)
- Reflect ATL BeltLine - Trails, Bikes and Scooter, More Accessibility
- Revisit Aerotropolis Greenway Plan (East Point path 25 miles to connect with corridor)
- Increase security measures
- Private developers should buy the land, so all responsibility isn't on the city



## COMMUNITY OUTREACH - ONLINE SURVEY

***Online Survey***
Powered by Survey Monkey, an online survey was developed early in the process to gather public input on corridor opportunities and challenges. To recap, 157 respondents provided input, thoughts, experiences, and ideas to help shape the vision of the Willingham Corridor. It was found that 53% of respondents lived on/near corridor, 7% worked on/near corridor, 19% drove the corridor often, 17% attend activities/run errands along corridor, and only 4% did not live, work, or use the corridor.

Eight questions asked were focused on respondents' perceptions and experiences within the study area. The questions asked included:

*Question One:*

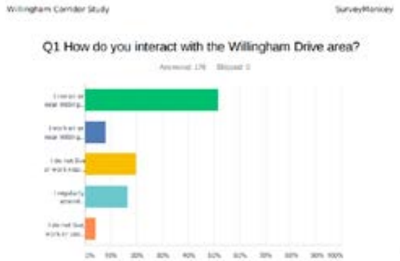



*Figure 4A*

*Question Two: Please provide a word or brief phrase to describe the Willingham Drive area today.*

*Question Three:*

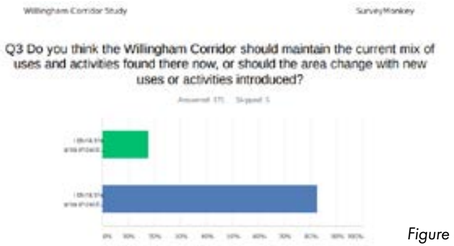



*Figure 4B*

*Question Four: Please provide a word or phrase to describe what you would like to see for the Willingham Drive area in the future.*

*Question Five: What are some specific opportunities along the corridor that may help achieve that future vision for the Willingham Drive area? These might include specific sites, development, transportation, land use or perception related opportunities.*

- Specialty stores that would be attractive to people going to the airport
- Bike lanes, maybe a jogging trail something like the belt line in the City of Atlanta
- Hotels, restaurants, movie theater, and supermarket
- A walking / cycling path with beautification to combat the very industrial and utilitarian current use would be ideal to connect City of Hapeville with City of College Park

*Question Six: What are some specific challenges along the corridor that may hinder the implementation of that future vision for the Willingham Drive area? These might include specific sites, development, transportation, land use or perception related challenges.*

- Removal of the recycling plant and car crushing facility
- Abandoned business
- Poor sidewalks if any, bad road conditions, no traffic calming devices, bad curb appeal, lack of restaurants and retail. Dilapidated buildings and no community attractions
- Getting the cities to clean up their area and spend money to improve their property





*Question Seven: Do you have any unique stories, knowledge or history of the Willingham Corridor area that you would like to share?*

**Unique Stories, Knowledge or History of the Willingham Corridor - Responses**

*"I am a native Atlanta resident (specifically from the City of Atlanta and South Fulton County). I remember seeing my grandmother heartbroken after she discovered that the Tri-Cities Plaza was torn down when she got off the Marta Bus in anticipation to visit one of the stores. The plaza was no more along Willingham Drive. She had no forewarning and was unaware of the planned demolition of the plaza. A piece of her died that day. I remember the old strip mall and yes, it was old and time to go, but I can't help to sympathize with my sweet old granny who loved some of the stores in the plaza."*

*"I use it to jump on the Highway when leaving work."*

*"I grew up going to Tri-Cities Plaza in the 1960s. We went to the dime store, bakery, and Western Auto. It was always a fun experience and I walked away with a plastic dinosaur or other toys from the dime store."*

*"People walk through my yard every day to get to a bus stop or to work because there are no sidewalks. We wake up in the middle of the night to loud wannabe race cars with modified exhaust."*

*"This has been our route to East Point for the last 32 years, making this area more appealing with more green space, bike/walking trails would connect our cities in a way that would invite more walking and biking. It's unsafe now to try and walk that corridor, no sidewalks and the roads are trashed."*

*"My grandmother grew up in Egan Park, around 1/10 mile from the headwaters."*

*"There used to be a diner off of Bachelor Street my grandfather used to take me."*

*"I got $20 once for selling scrap metal across the street from it at that hideous industrial metal recycling plant."*

*"Area used to be a center for shopping until Woodward took over the property."*

**Unique Stories, Knowledge or History of the Willingham Corridor - Responses**

*"The flint river is an amazing effort to keep the land beautiful. Willingham corridor is not known for beauty or safety. Now is the time to change that."*
*"My family frequently bikes from East Point to Hapeville via Willingham. We might start attending a pre-k in Hapeville and then would ride this way twice daily."*

*"Seeing school age children conducting study of the Flint."*

*"Has to change. Was a lot better years ago."*

*"We live only one block from Willingham. Have been there 35 years. The history is that the city forgot the area many years ago and does not maintain the area."*

*"The portion of the corridor along Magnolia and Elm (Cherry) Street formed a segregated Black neighborhood known to locals as "Stinktown" and later "Junglefoot," according to researcher L. Shannon-Flagg. This impoverished community, like East Washington across the tracks, was adversely affected by legal segregation in East Point beginning in 1912. Even today, the homes on these streets are in disrepair and speak to a history of discrimination and suffering. However, the neighborhood of "Junglefoot" also gave rise to hope in the form of two prominent churches. I wrote a blog post on this topic at https://findingtheflint.org/updates/2021/2/25/black-history-and-the-headwaters. More information can be found in the works of L. Shannon-Flagg (https://scholarworks.gsu.edu/cgi/viewcontent.cgi?article=1027&context=history_theses) and get a copy of Skip Mason's book on East Point (https://www.arcadiapublishing.com/Products/9780738513836). The opportunity here is to somehow remember this history, perhaps with signage. I'm not sure how to support and honor current residents of these dwellings, but that needs to be part of the picture as well."*

*"As a native to College Park, the Woodward Academy transportation hub adds value to the Willingham Corridor and the structures beyond the hub should also reciprocate."*

*"I've lived here all my life. I'm 58 and the street has always been depressing and an eyesore passing through from East Point to Hapeville."*



COMMUNITY OUTREACH - ONLINE SURVEY

*Question Eight: Do you have any other comments you would like to leave regarding the Willingham Corridor area?*

- This would be a great opportunity to connect Tri-Cities and create a gathering space for the entire community
- This area could always use more nice restaurants, green space (nice park) or areas for bike, skate, walking, sidewalks
- Exciting stuff! Thank you for engaging with the community!
- It's vital to the connection to College Park. It is not visually an attractive road as is. Development would render this

**Project Management Team Meetings (PMT) -** The Project Management Team consisted of representatives from the Cities of College Park, East Point, and Hapeville, the Aerotropolis Alliance, Finding the Flint and the consultant team. Meetings occurred monthly, unless cancelled or rescheduled and consisted of project updates, discussions on issues and recommendations and check-ins prior to upcoming stakeholder or public meetings.

**PMT Meeting 1, May 26, 2021-** The planning team provided a brief overview of the schedule and timing of outreach and deliverables. The group then had a discussion on planning for success, future vision of the corridor and issues and opportunities along the corridor today.

Measures of Success:
- Residents in the Tri-Cities area felt integrated into the plan and are excited to see it come to fruition
- Shine a greater light on the Flint River and move that work forward
- Focus on a deeper connection to business community and landowners along the corridor
- The City of East Point recently adopted a new Mixed-Use Industrial Zoning District and the City would like to see that used in the study area
- The vacant Delta Air Lines office building and Flint River south of I-85 present an opportunity in that area of the corridor

**Corridor Tour, June 17, 2021-** The Willingham Corridor Tour included a walking tour with several Project Team members who visited areas of interest and landmarks along the corridor.

Key Takeaways, Top 5 Comments:

Looking for every opportunity to uncover the Flint River and incorporate it into an amenity for as many uses as possible. We observed students taking water samples from the river, but it appeared that their access point was as safe as it could have been. It looked like the tail end of the school van was sticking out into the street. Perhaps having a few parking spacing in a nearby vicinity with a wide multi-modal pedestrian access way/trial for outdoor classroom opportunities may be something to look into.

The location of utilities may be an impediment for some of the initiatives planned, especially any desire for walkability or alternative transport necessary for the next point.

Our team was seeking shade everywhere we went. The trees along this corridor are so important

Families of Woodward Academy alumni are buying second-homes or relocating to the neighborhood so they're closer to the school.





Recognition and inclusion of historically black neighborhoods into LCI plan

There are several historic black neighborhoods previously inhabiting this area that are nearly extinct. In the future development, consideration needs to be taken to address the histories of these neighbors into future plans and ensure these communities are not regentrified as new development comes in.

Provide greater opportunities for social interaction along Willingham, such as sidewalks along the entire corridor.

*Willingham Corridor Tour*

**PMT Meeting 2, June 30, 2021-** The meeting included a brief presentation and discussion of the following topics: Corridor Tour Recap, Market Analysis, Early mapping and analysis, Stakeholder Committee (members, meeting dates, and draft agenda) and the online community survey (format, outline/questions, and timing).

**PMT Meeting 3, August 25, 2021-** The meeting included a discussion of the following topics: recap of the stakeholder committee meeting; online survey and interactive map; upcoming outreach; draft existing conditions and corridor economic assessment; and opportunities, constraints, and corridor character.

Key Takeaways:
- A new path is coming near Irene Kidd Parkway and connecting to existing trail near Norman Berry Drive
- The parcels east of Interstate 85, between Central Avenue and Willingham Drive will become a mix of residential and commercial uses
- The study boundary may need to be adjusted to be more logical and include relevant sites/areas

**PMT Meeting 4, September 29, 2021-** The Project Team provided an update on the online survey, interactive map, and timing of outreach and deliverables. The group then had a discussion on results from previous stakeholder meetings about opportunities and challenges facing the corridor today. The Project Team then gave a presentation on existing conditions and character areas.

Key Takeaways/Opportunities and Constraints:
Development
- Vacant Buildings
- Vacant Sites
- Surface Parking Lots

Greenspace
- Headwaters Park
- Potential future greenspace
- Additional development sites

Neighborhood Node (Focus Area 4)
- Located at the Intersection of:
    - Willingham Drive and Bobby Brown Parkway
    - Headwaters Trail and Norman Berry Trail
- Transition from west to east –height and use





- Residential and limited retail (west)
- Single-family detached, Townhomes, Multifamily
- Hotel and commercial (east)
- Trail and greenspace as key feature
- Stormwater and amenity –Celebrate the Flint!
- New roadway connection
- Density allows for greenspace

International Node (Focus Area 6)
- Centered on International Blvd, Lang Ave, Elkins St, and Virginia Ave
- Create walkable mixed-use district
- Transition from west to east –height and use
- Hotel, office and commercial (west)
- Residential (east)
    - Multifamily and townhomes
- District parking deck -office and residential
- New road connection(s) from Willingham
    - Relieve cut through traffic
- Improved/expanded Flint River greenspace
- Celebrate the Flint! –Parks, planting and pavement
- Parking deck and density allows for greenspace

Implementation
- Greenspace and Trails
    - Headwaters Nature Preserve
    - Headwaters Nature Center/Park expansion
    - Headwaters Trail
    - Headwaters Trail Corridor
- Transportation
    - Interchange Access Study
    - Updated/Safe Rail Crossings
    - Willingham Drive/Central Avenue routing
    - Sylvan Road Connector Feasibility
- Land Use and Development
    - Zoning Changes/Revisions
- Economic Development
    - Establish Headwaters Creative Hub (organization)
    - Expand or Create a Tax Allocation District (TAD)
    - Conduct Brownfield Assessment of Catalytic Sites
- Placemaking and Programming
    - Public Art/MARTA Bridge and Wall Mural
    - Streets Alive Willingham Drive

**Stakeholder Meetings –** Three Stakeholder Committee meetings were held throughout the process. The Stakeholder Committee included representatives from the corridor and surrounding neighborhoods and acted as a sounding board reviewing and responding to issues, ideas, or concepts prior to them being taken to the public.

Stakeholders included in public outreach:

Arden's Garden
ATL Airport CIDs
ATL Airport District
Clearly College Park (BIDA)
Delta Airlines
Eagan Park Neighborhood
East Point Business and Development Authority
East Point Water and Sewer
East Washington Neighborhood
Electric Cities of Georgia
GDOT
Hapeville Arts Alliance
Hapeville Development Authority
Historic College Park Neighborhood
MARTA
MARTA
MEAG Power
River Park Neighborhood
SA Recycling
Virginia Park Neighborhood
Woodward Academy





**Stakeholder Meeting 1- August 5, 2021** - The first Willingham Corridor Study Stakeholder Committee Meeting included an overview of the study; the corridor today; previous plans and studies; key maps, statistics, and themes; opportunities and challenges; the corridor in the future; and a survey and interactive map. Presenters included members of the Project Team from Kimley-Horn, Perez Planning, and HR&A. The presentation also included interactive activities.

General Comments:

- A large concern is the parking lot on Bachelor Street now being considered for a GA Power substation to power the airport. This would completely change the face and character of that intersection
- The Owens Illinois property is currently an opportunity but there is confusion about the site's future, even by the property owners
- Heavy emphasis on beautification and art installations throughout the corridor
- One word describing the Willingham Corridor today
  - Junky
  - Industrial
  - Hodge Podge
  - Industrial Area/scattered
  - Mixture
  - Connecting
  - Unsafe
  - Ready for Change
  - Central
  - Congested
- One word describing the Willingham Corridor in the future
  - Vibrant
  - Connection
  - Post-Industrial
  - Innovative
  - Walkable
  - Natural Community
  - Balanced Land Use
  - Inclusive
  - Tremendous redevelopment opportunity
  - Entertaining
  - Transition
  - Community

Additional Feedback:

- Promoting walkability and corridor enhancement through increasing sidewalk connectivity
- Wayfinding, art, or some other distinguishing district features could be a huge opportunity
- Echoing the sentiment of highlighting and calling out distinguishing features of the corridor for people who might be passing through via the interstate
- Interstate facing billboards could help with some interstate visibility and marketing
- The vacant Delta Tower could potentially be a pocket park

**Stakeholder Meeting 2- September 30, 2021**- The second Willingham Corridor Study Stakeholder Meeting included an overview of the study area and purpose, existing conditions, demographics, market analysis, opportunities and strengths, and a more detailed discussion about each individual subarea.

General Comments:

- City of Eastpoint was awarded EPA funding for site mediation in Sylvan Area
- love seeing trees and bioswales to break up the concrete
- Existing GA Power Substation will be decommissioned once new Substation is created

Additional Feedback:

- Subarea 1 - With sports activity in area there will be good retail opportunities for restaurants

Subarea 2 - Need to ensure whatever businesses or development you bring into this area to plan for potential traffic congestion

Subarea 4- Concern about PowerStation taking away development potential from other businesses

- Looking to start something within the next 5 years

Subarea 6- People are fine with denser development. There is a desire for a transition in housing types (i.e., denser townhomes)

Greenspace & Trails- GA Power is willing to help with whatever direction the community chooses to go





**Stakeholder Meeting 3- November 4, 2021-** The third Willingham Corridor Study Stakeholder Meeting included an overview of the catalytic "Focus Areas" and "Challenge Areas." These areas included the Headwaters Gateway South & North which centered around Nature Preserve and Headwaters Hub, Neighborhood Node located at the Intersection of Willingham Drive and Bobby Brown Parkway, and International Node, centered on International Blvd, Lang Ave, Elkins St, and Virginia Ave.

Each area's potential programming was discussed in further detail, primarily outlining an implementation scheme based on greenspace and trails, economic development, transportation, placemaking and programming, and land use and development. Draft greenspace recommendations and transportation projects were discussed towards the end of the meeting.

General Comments:

Stakeholders were generally supportive of the Neighborhood Node concept and liked the idea of highlighting the Flint River with additional greenspace and trails.

Stakeholders were excited about the additional greenspace and development concept within the International Node. One stakeholder asked who has authority over the Flint River in this area. It was the understanding of the group that the Army Corps of Engineers and Georgia EPD have approval and permitting authority in this area.

Stakeholders commented that transportation improvements in the area would be critical to unlocking the potential of the area. Members were intrigued by the railroad crossing roundabout example that was shared and thought it was the type of suggestion that could get people interested and excited about finding a solution.

Committee members gave their thoughts on implementation priorities. Most agreed that completing the Headwaters Nature Preserve should be the top priority. Other implementation items they felt should be focused on first included the MARTA bridge and retaining wall mural, the first phase of the Headwaters Trail connecting to the preserve, establishing the Headwaters Creative Hub and organizing an event or festival similar to Streets Alive Atlanta.

**Community Meetings –** In addition to the online survey, two public community meetings were held to gather input on the study area, potential concepts, and implementation items. Below outlines a brief summary and key takeaways from each meeting. These meetings were virtual, due to local conditions related to COVID-19, as well as specific needs of the study and communities involved.

**Virtual Community Meeting 1- October 13, 2021-** The first Willingham Corridor Study Stakeholder Community Meeting began with an introduction to the project by the Project Team. This included a brief overview of the study area and background, existing conditions, market analysis, and focus areas. Participants were then directed to one of three breakout rooms, where they were given a chance to discuss and provide input on the four focus areas (Figures 9A-9D). This discussion included topics like land use, transportation, and greenspace and trails. An interactive activity was also included where participants could choose character images they liked or disliked for each focus area. Meeting facilitators would then place a green or red dot based on those comments.

*Figure 9A*

*Figure 9B*

*Figure 9C*

*Figure 9D*

General Discussion Topics:
- Transmission Lines and Utilities in the Area
- Crime in the Area
- Case Studies
- Household Income (North and South of Willingham)
- Concentrated Areas within the Study Area
- Transportation
- Greenspace and Trails





Character Area 1- Character Area 1 is located south of Willingham Drive and just east of Main Street. The area currently includes a soccer field, hair salon, single-family neighborhoods to the south, and the Flint River where it forks into a single stream. Participants shared the following thoughts and recommendations related to land use, development, character, urban design, and connectivity for Character Area 1:
- Going in a good direction with the new and needed greenspace
- Improve some of the business fronts along east Main Street
- Interested in new multi-use trail and how it will connect (or will not connect) to Willingham Corridor
- Concern with need for connectivity to downtown East Point
- Need broader view of how all assets will connect in the Tri-Cities
- Additional greenspace near residential homes
- Small-scale retail is inviting with open/outdoor space and has a contemporary style. Matches the character of the corridor
- Townhomes and small-scale retail near the new park would work
- Lack of desire for strop shopping retail

Character Area 2- Character Area 2 is located north of Willingham Drive and adjacent to the railroad to the east and west. The area currently includes Southeast Transport and Fleet Services Mechanic, IMC Concrete, Atlanta General Machine Works, TDJ Auto Sales, Franks Auto Repair, U-Haul, and Otter Self Storage. Participants shared the following thoughts and recommendations related to land use, development, character, urban design, and connectivity for Character Area 2:
- Prime area for connecting to downtown East Point and East Point MARTA Station
- Challenged due to smaller parcels, railroad splits, and industrial clean-up
- Use of railroad splits as rails to trails for a multi-use path
- Opportunity for reusing/modifying industrial spaces as entrepreneur offices/workspaces and maker spaces
- Opportunity for reuse as gathering place for entrepreneurs and community
- Flex uses would be easier to implement due to less industrial clean-up needs than for residential and restaurant space
- Brewery/restaurant that is outdoor and industrial looking would be inviting and match the character
- Small-scale restaurant, office, and flex-office that are open and inviting
- Desire for look and feel of Ponce City Market and is a mixed-use pathway that is not car centered
- Desire for pedestrian-oriented/walkable spaces
- Special consideration for abutting residential areas near Elm Street and Magnolia Street
- No more industrial and warehouse development

Character Area 4- Character Area 4 is located south of Central Avenue and is bisected by Willingham Drive in the northern portion of the Character Area. The area currently includes many hotels (Double Tree, Staybridge Suites, Hyatt Place Atlanta, Marriott), Light of the World Church, and Avis. Participants shared the following thoughts and recommendations related to land use, development, character, urban design, and connectivity for Character Area 4:

- No substation in the area
- Interest in adding tiny homes
- Desire for sidewalk that runs parallel to the Flint River corridor and would help make the area more explorable
- No more hotels in the area
- Addition of office buildings with good visibility and access

- Need a diverse mix of uses throughout the corridor to increase the number of people coming and going throughout the whole day
- Desire for walkable area
- Desire for retail center

Character Area 6- Character Area 6 is located east of I-85 and south of Central Avenue and is bisected by Willingham drive to the north. The area currently includes hotels (Sonesta, Residence Inn, Hilton), Delta Community Credit Union, American Deli, and single-family residential in the northwest portion of the Character Area. Participants shared the following thoughts and recommendations related to land use, development, character, urban design, and connectivity for Character Area 6:

- Reconfigure or add to bridge as a pedestrian bridge
- Need to include combination of townhomes and mixed-use development
- Need to improve walkability of the area
- Opportunity for housing stock that is available to workers working in closing proximity to the area, including Delta Headquarters workers
- Remove old Delta Headquarters building
- Office and multifamily have a nice feel
- Desire for a combination of uses, including retail center and office/commercial
- Proximity to interstate would allow for a development like Atlantic Station

Transportation- The transportation discussion focused on Willingham Drive, Interstate access, and new connections. Participants shared the following thoughts and recommendations related to transportation:

- Need additional right-of-way to create a multi-use trail
- Desire for alignments that diverge greater from the road for bicyclists
- Interest in sidewalks and bike lanes on both sides and a Flint River swale





- Like educational mural
- Highlighting the geological dividing line along the railroad tracks

Additional Feedback:

- Suggestions on starting on one side of the street with the sidewalks
- Consider the new developments along eastern Virginia Avenue, near the Dunkin Donuts

**Virtual Community Meeting 2- November 17, 2021 -** The second Willingham Corridor Study Stakeholder Community Meeting began with a summary of the project and recap of the planning process to date. This included a brief overview of the study area, 3 focus areas (Headwaters District, Neighborhood Node, International Node), and Challenge Area. Each focus area presentation was concluded with an interactive survey from which to receive feedback from public attendees. After the focus area discussions, Greenspace/trail, transportation recommendations, and implementation and action items were discussed.

General Discussion Topics:

- Headwaters District
- Neighborhood Node
- International Node
- Transportation
- Implementation and Action Items

Community Feedback:

Headwaters District

- General
    - It would be amazing to bike or walk safely from Arden's Garden to Arches
    - Like the multi-use and art vibe. East Point needs more public art! Walkability is a great direction. Don't be afraid to go even bigger. What are some other ways to connect to the area without traveling down Main Street?
    - Food trucks/cafes/restaurants- hoping for an increase in somewhat healthy food and more on trend food concepts
    - The Headwaters provided this site with a major "catalytic energy". Love to see it.
    - I love the goal of ped/bike/wheelchair access.
    - It would be amazing to bike or walk (safely) from Arden's Garden to Arches.
    - I'm mostly excited about the development of creative, artisan, food endeavors & building of the community

- Like the multi-use and art vibe. East Point needs more public art! Walkability is a great direction. Don't be afraid to go
- Support
  - Headwaters provides this site with a major catalytic energy - love to see it
  - I love the goal of ped/bike/wheelchair access

Neighborhood Node
- General
  - Would like to see more single family or even starter homes
  - Would like to see some of the residential/ lifestyle development ideas utilized in both Peachtree City at Trilith and at Serenbe
  - Higher density is probably good; enables viable transit, puts more eyes on the trail and makes it safer
  - The property owner of some of the area at Norman Berry/ Willingham is in a legal fight for their land with Georgia Power and their proposed new substation
  - I think the connection to the East Point MARTA station and the other trails you mentioned is what can make the concept go from good to great. That's because, as you mentioned, you can then get to/from Willingham to all over the region.
  - Would like to see more single family or event starter homes
  - I think higher density is probably good; it enables viable transit, puts more eyes on the trail and makes it safer
- Concern
  - Has there been any environmental studies done on the Flint River to ensure no negative impacts on the waterway from development and is it safe for people to be around i.e., not polluted/potential health hazard?
  - Answer: Stream sampling with the Flint Riverkeeper and students from CSU occurred recently. The Headwaters are a typical Urban Stream. A possible sewage leak is being investigated with College Park and East Point utilities. The good news is there are fish, crawfish, turtles (signs of life).

International Node
- General
  - Please Consider implementing living walls within the development (in and around shops, galleries, cafes, outdoor seating areas)
  - Round-abouts are effective...once folks learn how to use it properly
  - It's important to conduct programming to encourage buy-in. community must understand how this all benefits us
  - Back to the food trucks/ cafes/ restaurants I'm hoping for an increase in somewhat healthy food & more on trend food concepts

- Love exposing the river/ beautifying the riverbank, planting of trees, etc Please consider implementing living walls within the development (in & around shops, galleries, cafes, outdoor seating areas)
- It's important to conduct programming to encourage buy-in. community has to understand how this all benefits us.





- Support
  - Loved pavement treatments and modern condos. The brownstones are nice as well
- Concern
  - Affordable single-family is always a concern. I'm more Concerned about the diversity of the area demographically across the board.
  - While all 3 nodes are positive, they don't seem to provide a cohesive corridor.

Headwater Trail Concept
- General
  - Please Consider implementing living walls within the development (in and around shops, galleries, cafes, outdoor seating areas)
- Support
  - Like the Greenspace idea and Riverwalk concept.
  - Roof plantings. Love it!
  - Like the idea of the diverse treatment of the activity trails.
  - Love exposing the river/beautifying the riverbank, planting of trees, etc.

Transportation
- General
  - Round-abouts are effective once folks learn how to use them properly
  - Is there something other than Norman Berry that can be used for enhanced connectivity?
  - Bike lanes and connector routes for bicycles would be a huge help. Biking on Main Street is highly precarious
- Support
  - Agree on Roundabouts and love the idea of MARTA Public art bus stops
- Concern
  - The learning curve, particularly for visitors, will be difficult for round-abouts
  - Walk Willingham quite cautiously due to state of roadway

Implementation and Action Items
- General
  - It's important to conduct programming to encourage buy-in. Community must understand how this will benefit us
  - Is Woodward being brought into the planning process?
  - Answer: Yes, Woodward Academy has participated as part of the Stakeholder Committee.
- Concern
  - Will anyone be displaced?
  - What can we do to address affordability?
  - The concepts look nice and will make the area very attractive, but that may drive up prices. This could potentially drive out current residents. A major concern since the corridor passes through one of the formerly segregated neighborhoods of East Point (along Elm St. and Magnolia St.).

# 02 CONCLUSION

## CONCLUSION

In summary, the Project Team's strategic approach to the development and implementation of the Willingham Drive Corridor Study Project helped facilitate in-depth communication with stakeholders, the public, and community leaders in the study area. Public participation helped the team analyze and identity themes throughout the process.

***Comments or Themes Heard Throughout the Process:***

- A majority of meeting or survey participant think the area should change with new uses or activities introduced
- Descriptions of the area today:
    - Industrial
    - Underdeveloped
    - Run down
    - Unattractive and uninviting
    - Unkempt, poorly maintained buildings and roads
    - Potential!
- Comments on the future of the Willingham Corridor area:
    - Mixed use developments (commercial and residential)
    - Greener
    - Walkability and connection
    - Bikeable
    - Cleaned up
    - Revitalized
    - More greenspace and bike lanes
    - Community members are open to a change (mixed used developments)
    - Traffic calming is important to consider
    - The community would like to see more sidewalks on Willingham Drive
    - There is a desire for more trails and better trail connectivity in the area
    - Preserving affordability is a concern, but there is a desire for higher quality and diverse housing types.
    - The community would like to see more healthy food options and places for children to play.

The level of engagement and public involvement assisted in welcoming community members into this process. Sharing the project with the City of East Point, College Park, and Hapeville through informational virtual events and visual project boards was a meaningful way to engage and gain insight.

# WILLINGHAM

## CORRIDOR STUDY RECOMMENDATIONS REPORT

# TABLE OF CONTENTS


00| OVERVIEW ..... 3
01| FOCUS AREAS/CATALYTIC SITES ..... 5
02| HEADWATERS DISTRICT ..... 9
03| NEIGHBORHOOD NODE ..... 17
04| INTERNATIONAL NODE ..... 23
05| CHALLENGE AREA ..... 29
06| ADDITIONAL AREAS ..... 33
07| TRAILS AND GREENSPACE ..... 37
08| TRANSPORTATION ..... 47
09| IMPLEMENTATION PLAN ..... 53




# OVERVIEW

***Overall Vision***

The re-imagined Willingham Corridor is envisioned to become a unique and exciting center of employment, civic space, entrepreneurship, and creativity. The rediscovered Flint River, the planned Headwaters Nature Preserve and a proposed Headwaters Trail will serve as a new community focal points that new development will be organized around. The Flint River and Headwaters Trail will act as a spine connecting catalytic investments and development opportunities. New greenspace will be introduced to provide additional parks, enhanced stormwater amenities, and new opportunities to experience the Flint River. Development and redevelopment will add new uses and new opportunities for growing small businesses and the creative industries. By utilizing and enhancing the existing character of the corridor, the area will become a new central gathering space for residents, employees, artists, and entrepreneurs that further connects the Cities of College Park, East Point, and Hapeville.

# 01 FOCUS AREAS

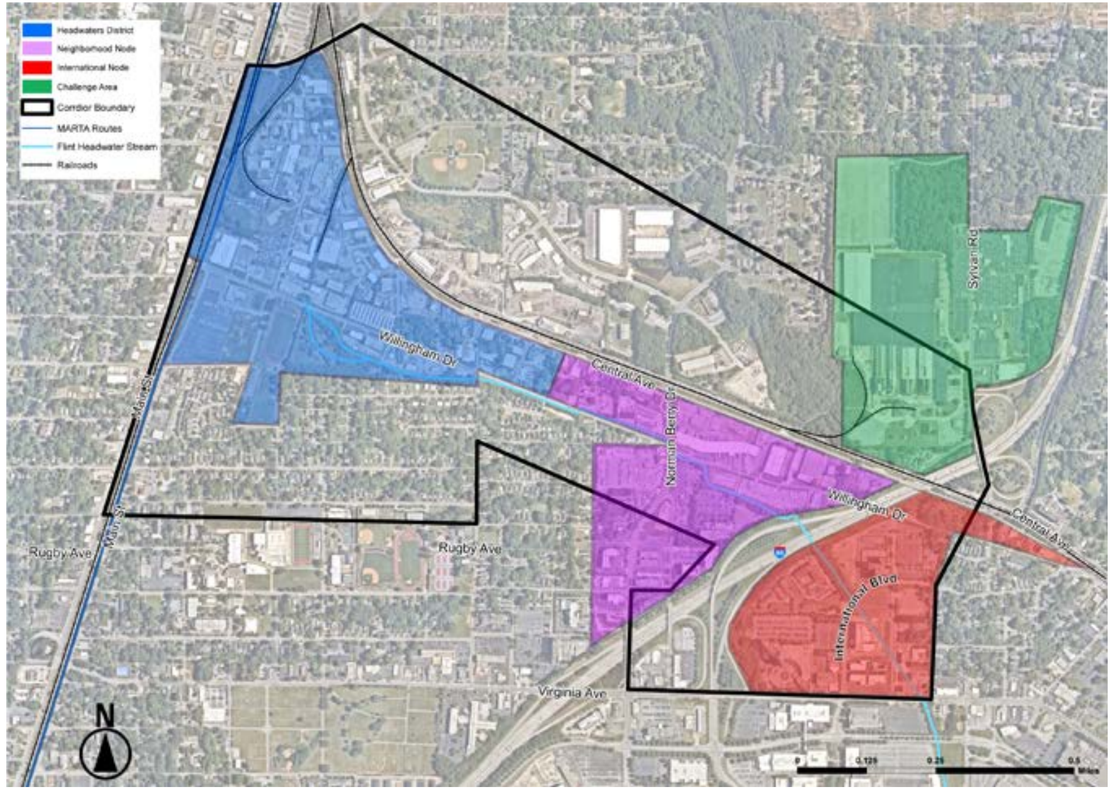



*Figure 1. Focus Areas Map*



## FOCUS AREAS/CATALYTIC SITES

Three focus areas have been identified within the study area as having the best opportunity for shorter-term implementation based on current development activity, planned public investments and potential to spur additional investment as well as a challenge area where additional study, time, and focus may be necessary. These three focus areas, shown in Figure 1 include the Headwaters District, the Neighborhood Node and the International Node. Within each focus area, specific catalytic sites or projects have been identified that can help jump start the area's transformation. The black line shown in Figure 1was the original study area, while the shaded areas represent an a revised study area that was expanded during the study to include nearby opportunities and challenges.". The proposed Headwaters Trail, shown in the graphic below, connects these three focus areas and catalytic projects. Each area and its recommendations are detailed in the following sections.

*Proposed Headwaters Trail*

# 02 HEADWATERS DISTRICT

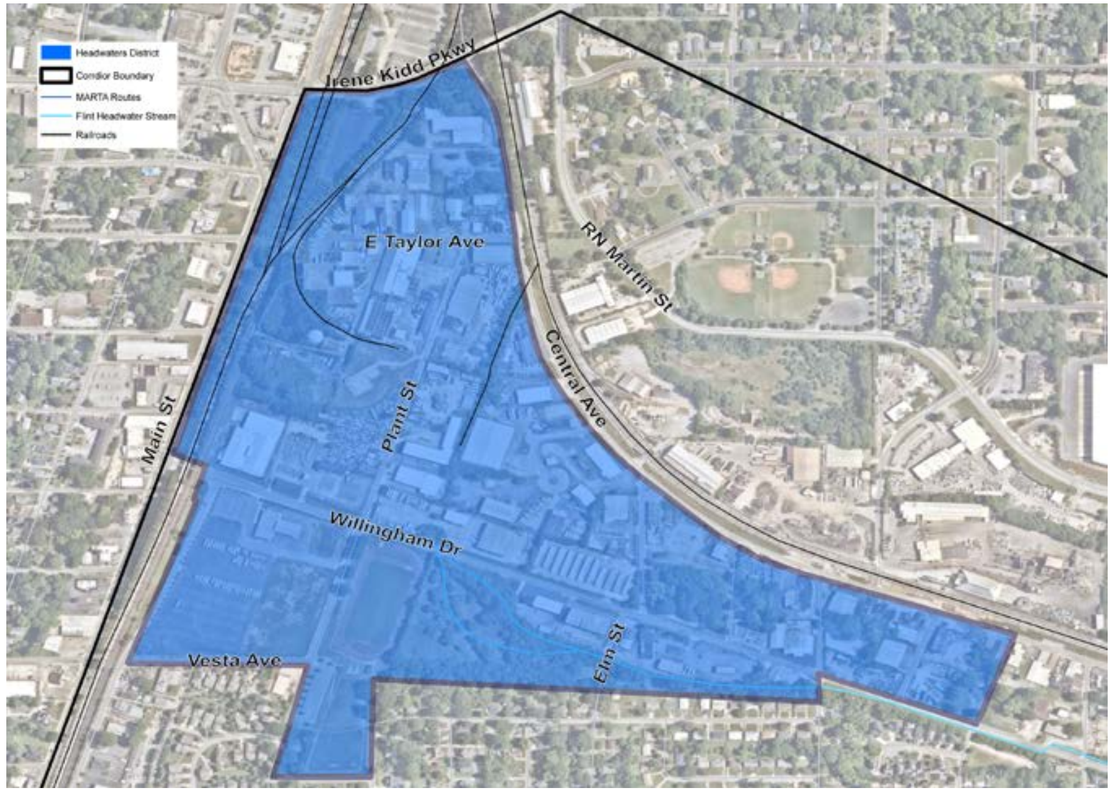



*Figure 2. Headwaters District Map*



## AREA SUMMARY

The "Headwaters District" is in the northwestern portion of the study area, adjacent to the MARTA rail with Willingham Drive running directly through it. This district is located at the future nexus of several proposed multiuse paths, serves as a gateway to and from Main Street, and provides the first opportunity to see and interact with the Flint River. Additionally, existing MARTA bus service and proximity to MARTA rail stations gives this area greater connection to the Tri-Cities area, the larger airport area and the region. This area is currently comprised of small parcels with light and heavy industrial uses located between growing residential and commercial areas. There are a few aspects of the district that make it viable for catalytic activity such as the Headwaters Nature Preserve and existing, underutilized industrial buildings full of character. A major challenge is the broader community and development market's lack of awareness of the Willingham Drive area, as well as relatively light traffic on Willingham Drive itself.

## CASE STUDIES

Avondale Estates and Lee+White are both former industrial areas that have undergone massive transformations while maintaining some light industrial uses. These destinations have capitalized on their industrial character to attract consumer-oriented businesses that require inexpensive warehouse space but that create more of a retail destination than an industrial district.

***Avondale Estates***

- The Decatur-Avondale industrial area has transformed into an amenity-rich hub of breweries, antiques and home furnishings, and restaurants.
- A Tax Allocated District was developed in 2007 to help with area improvements.
- The area has seen multiple new residential projects including townhomes.

***Lee + White***

- The proximity to the BeltLine generated new interest in this formerly neglected warehouse district.
- The property was fully assembled and able to launch a node of activity by clustering multiple retail uses.
- The 23-acre Phase 2 redevelopment is being master planned to include office, retail, a food hall, and multifamily.

## HEADWATERS DISTRICT

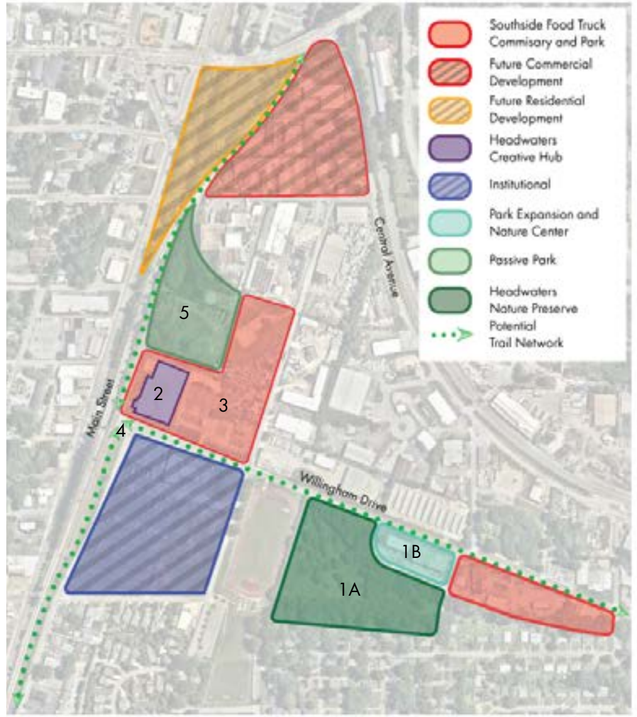



*Figure 3. Headwaters District Recommendations (for illustrative purposes only)*

*Example Improvements and Developments*



## PROPOSALS AND RECOMMENDATIONS

***Headwaters Nature Preserve and Nature Center***

The Headwaters Nature Preserve (See area 1A in Figure 3) is in the planning and design stage and is anticipated to open within the next several years. This project will be the first catalytic investment in the area and will aid in shifting opinions and possibilities for the area. Expanding the Headwaters Nature Preserve across the Flint River to include the area to the northeast (See area 1B in Figure 3), would allow for more uses and facilities that cannot be accommodated in the initial phase of the park. This site would provide a "front door" or "storefront" to the Flint River, expanded greenspace, additional pervious parking, and park access. A Flint River Nature Center would provide community space where visitors can learn about the Flint River, urban ecology, and urban waterways.

***Headwaters Hub***

The Headwaters Hub (See area 2 in Figure 3) concept repurposes a former industrial building while maintaining its character to create flexible space for creative industries, entrepreneurs, and the community. This new center for activity is located near the Headwaters Nature Preserve, near the intersection of Main Street and Willingham, and anchor the intersection of several proposed trails or paths that would connect to nearby MARTA stations. Uses could include: brewery, artisan workspace, makerspace, commercial kitchens, flexible office, community event space.

***Southside Food Truck Park and Commissary***

Creating a central location for food trucks to stage, could provide a good interim or permanent use for the area adjacent to the Headwaters Hub. The park and commissary (See area 3 in Figure 3) could be integrated with the Headwaters Hub and share space including commercial kitchens or other staging areas. This would support local food trucks, restaurateurs or other restaurant associated start-ups. Additionally, while the park would be setup to host food trucks, it could also be used for other outdoor festivals or events.

***Public Art: MARTA Bridge and Retaining Wall***

The existing MARTA bridge over Willingham Drive and adjacent large retaining wall (See area 4 in Figure 3) could provide an opportunity to introduce a gateway feature and public art, through MARTA's Artbound public art program, and further support a re-imagined Willingham Corridor.

***Potential Future Greenspace***

As the broader area continues shifting away from heavy industrial uses, currently forested and vacant areas could be preserved as greenspace (See area 5 in Figure 3). The area around the City of East Point water tower is thought to be near the location of the Flint River spring and Plant Street was historically called New Spring Street, possibly because of the nearby spring. This future greenspace would be passive with some amenities for walking or gathering as well as a possible trail along the rail corridor connecting north to the East Point MARTA Station.

*Figure 4. Headwaters District Reimagined (for illustrative purposes only)*





***Existing Conditions***

The Headwaters District is currently comprised of the following:

- Former Clarus building
- Vacant industrial building with interesting character and larger internal spaces
- Adjacent to MARTA bridge
- Located at a gateway to the study area
- Located close to Headwaters Nature Preserve
- Adjacent to three proposed trails that connect to the larger area
- MARTA bus stop located at the corner of the property

***Proposal***

The reimagined Headwaters District will include reuse of some existing industrial buildings. Future uses, activities and projects will be comprised of the following:

- A center for creatives and entrepreneurs
- Flexible "creative" office space
- Light manufacturing or service use such as e-bike assembly or bicycle shop
- Makerspace, artisan workshops, and specialty food manufacturer (e.g., Arden's Garden)
- Brewery and mini food hall supporting restaurant start-ups from the area
- Community meeting space
- Art galleries focused on new and local artists from the area and art programs from nearby schools and universities
- Headwaters Trail constructed as a key link between Main Street, new developments and greenspaces
- Adjoined and integrated with the proposed Food Truck Park and Commissary
- MARTA bridge and wall mural in partnership with MARTA's Artbound program

*Example Improvements and Developments*

# 02 NEIGHBORHOOD NODE

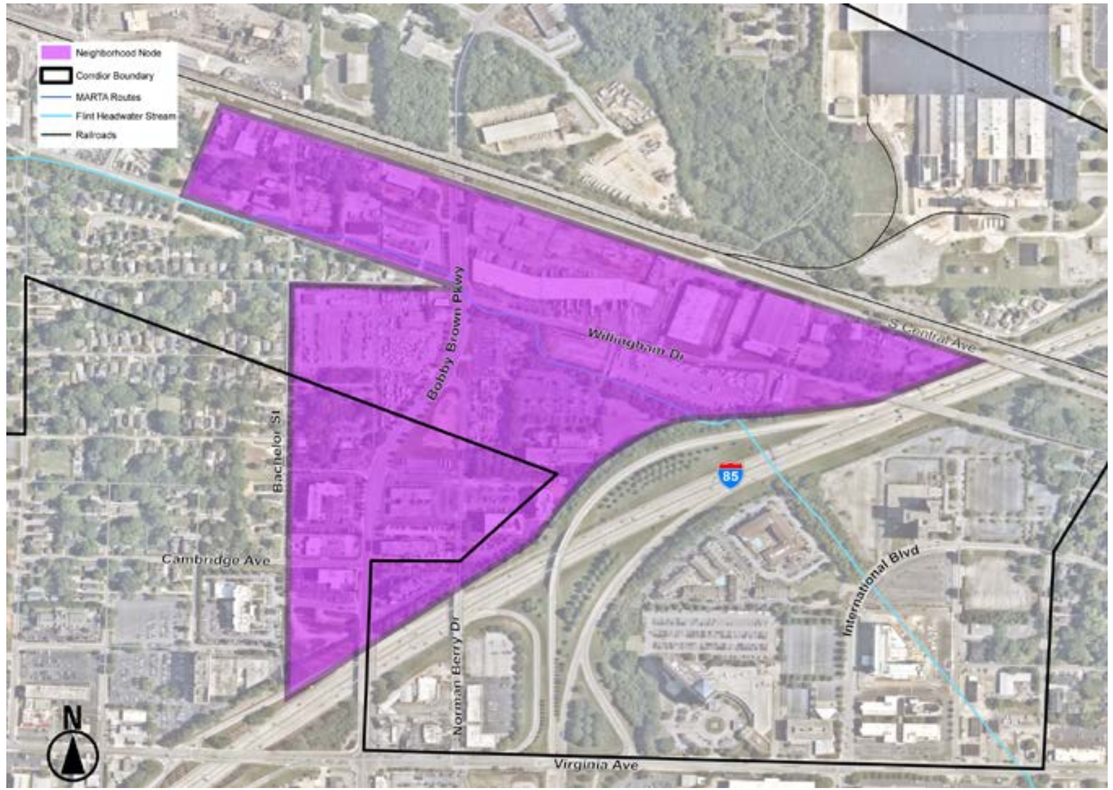



*Figure 5. Neighborhood Node Map*



## AREA SUMMARY

The "Neighborhood Node" district is located near the intersection of Willingham Drive and Bobby Brown Parkway, northwest of Interstate 85 and south of Central Avenue. It is also located at the intersection of the proposed Headwaters Trail and the proposed trail along Norman Berry Drive and Bobby Brown Parkway, as well as the intersection of two MARTA bus routes. These multi-modal intersections coupled with proximity to the interstate and the airport provide the area with a high visibility. Additionally, this area includes another location for the community to interact with and development to interface with the Flint River and associated greenspaces. This district benefits from a strong airport hotel market, opportunities presented by underutilized surface parking, and the potential to fulfill market demand for new hotel clusters and associated commercial development. Potential challenges in the area are the heavy industrial uses in the north, limitation of existing hospitality assets, and the lack of direct high-frequency transit access.

## CASE STUDIES

The Gateway Center development is located to the west of Hartsfield-Jackson Atlanta International Airport in the City of College Park and centered around the Georgia International Convention Center. The Gateway Center is a larger-scale development then what would occur in subarea 4, but is a local example of coordinated public-private development that built an attractive airport hospitality district.

***Gateway Center***

- $230M mixed-use project that includes class A office, three hotels, and the ATL Skytrain built on a single property
- The development of the Gateway Center Arena was partially funded through a public-private bond tied to the city's car rental taxes, valued at $36M
- The master plan for the area included the development of greenspaces for both stormwater management and the creation of new community assets.

## NEIGHBORHOOD NODE

*Figure 6. Neighborhood Node Recommendations (for illustrative purposes only)*

*Example Development Types*



## PROPOSALS AND RECOMMENDATIONS

***Residential Block***

Utilizing an existing surface parking lot, this catalytic site (shown as area 1 in Figure 6) aims to introduce new and varied types of housing and provide a buffer and transition between the existing single-family neighborhood and the commercial development along Bobby Brown Parkway. This concept transitions from low density, single-family development on the west to multifamily, and limited commercial uses on the east. Commercial and retail uses would be limited, small-scale, neighborhood serving uses such as a coffee shop. Appropriate buffers and landscaped areas would provide visual screening and transition between the neighborhood and newer development. To address stormwater needs and provide additional greenspace, a stormwater amenity would be added along the Bobby Brown Parkway frontage of the development. This usable and accessible stormwater amenity provides another opportunity to highlight and enhance the Flint River. Additionally, new pavement treatments highlight where the Flint River is buried under the street, sidewalks, or other paved areas. The proposed Headwaters Trail has a "touchdown" point at the northern end of the site, linking this area to the rest of the corridor.

***Riverside (Creekside) Development***

Utilizing one of the longest portions of the Flint River north of the Airport that is daylit, this catalytic site (shown as area 2 in Figure 6) envisions development that addresses nearby public streets, but also has secondary front doors that address the Flint River and Headwaters Trail. The waterway would be enhanced with additional greenspace and stormwater amenities added nearby. The proposed Headwaters Trail will follow the stream creating a "green boulevard" for new development to open onto with patios and seating facing the River and trail, creating a waterside experience not common to the Southside or much of Metro Atlanta. Well landscaped parking areas utilizing pervious pavement are recommended to extend the greenspace to the hardscaped areas near the stream and further support stormwater and river enhancement goals.

***Utility Substation***

An area utility is considering constructing a new power substation in the area. The utility should work with the cities of College Park, East Point, and Hapeville, Finding the Flint, the Aerotropolis Alliance, and other area stakeholders to find the optimal location for this facility. One that meets the power supply needs of the area and as well as supports the redevelopment and community development interests in the area. Wherever this facility is eventually sited, it should be located away from public road frontages, screened from view, and buffered with greenspace. A recent example of this can be found on 14th Street in the City of Atlanta. This example can be improved upon but presents a good foundational model from which to start.

# 03 INTERNATIONAL NODE

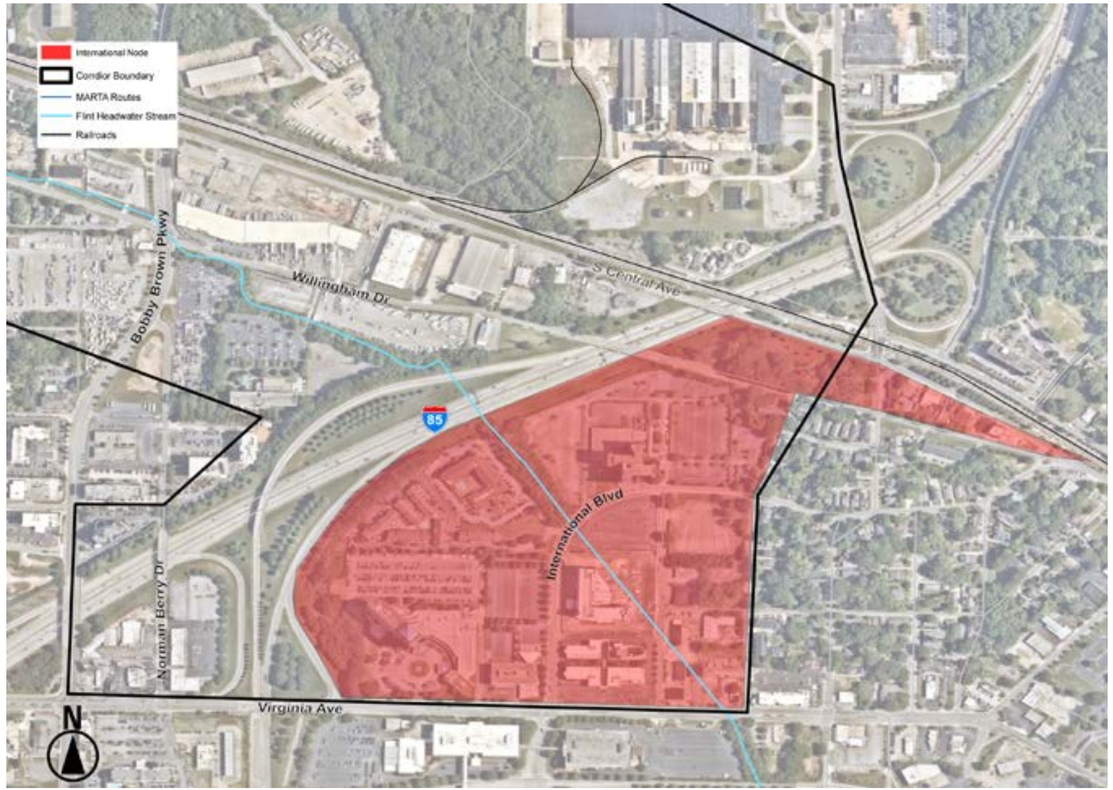



*Figure 7. International Node Map*



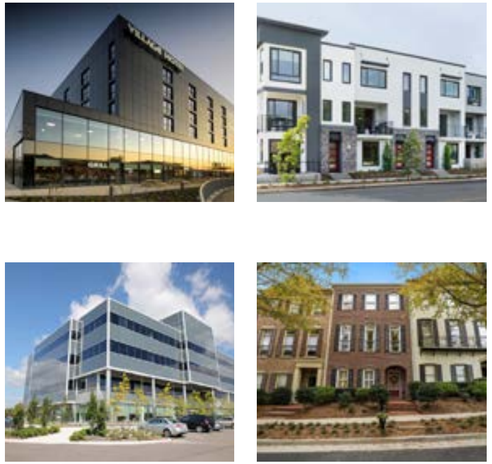
## AREA SUMMARY

The "International Node" district is located east of Interstate 85, south of Willingham Drive and centered on the intersections of International Boulevard, Lang Avenue and Virginia Avenue. The area is situated between existing residential and commercial uses making it ideal for transitional development and the creation of a walkable mixed-use district. Several factors make this area catalytic and most likely to see redevelopment in the near term. These factors include: proximity to Delta Air Lines' Headquarters, the airport and downtown Hapeville, large land parcels owned by those with an interest in redevelopment, well-established residential neighborhoods, newly built or recently approved development, and a burgeoning rental office market within the Aerotropolis "Corporate Crescent." A challenge to development within the district is the difficulty of directly connecting with future developments across the interstate along Willingham Drive.

## CASE STUDIES

Similar to the Neighborhood Node, the Gateway Center offers an example of how the International Node could develop. Unlike the Neighborhood Node, the hotel and commercial district within and immediately adjacent to the International Node is well established and is already experiencing development activity. The Gateway Center represents a more unified district than what currently exists within the International Node. Additionally, the Gateway Center has a direct transit connection to the airport and MARTA, that the International Node is currently lacking.

## INTERNATIONAL NODE



*Example Development Types*

*Figure 8. International Node Recommendations (for illustrative purposes only)*



## PROPOSALS AND RECOMMENDATIONS

Building on recent plans and studies, the International Node district, shown in Figure 8, is envisioned to be mixed-use with commercial and hotel development primarily located to the west and south and residential development to the east. Multifamily and townhomes provide a use and height buffer between the commercial and single-family neighborhood. Additional hotel and commercial uses would be located to the west and south. A new district parking garage would support redevelopment efforts and allow some of the existing surface parking to be re-imagined as new publicly accessible greenspace.

A small portion of the Flint River is daylit in this area while the majority of the river is underground. Expanded greenspace will build upon the daylit portion of the Flint River, creating new park for area residents, employees, hotel guests and others to enjoy. Where the Flint River is underground, building placement, unique pavement treatments, pocket greenspaces, public art and other visual elements will be introduced to highlight the path of the Flint River. New connections from Willingham Drive will be designed to encourage trips between Sylvan Road, Central Avenue and Willingham Drive to utilize these new "commercial streets" with the intent of alleviating cut through traffic through the Virginia Park neighborhood.

The new International Node district will provide residents, workers, travelers and other guests to the area with a new walkable district with greenspace and other amenities. Additionally, these new investments will likely support the reuse and reinhabitation of the former Delta Air Lines' building, surrounding it with an interesting and active community. This currently empty and unused building could become the center piece of the district.

# 04 CHALLENGE AREA

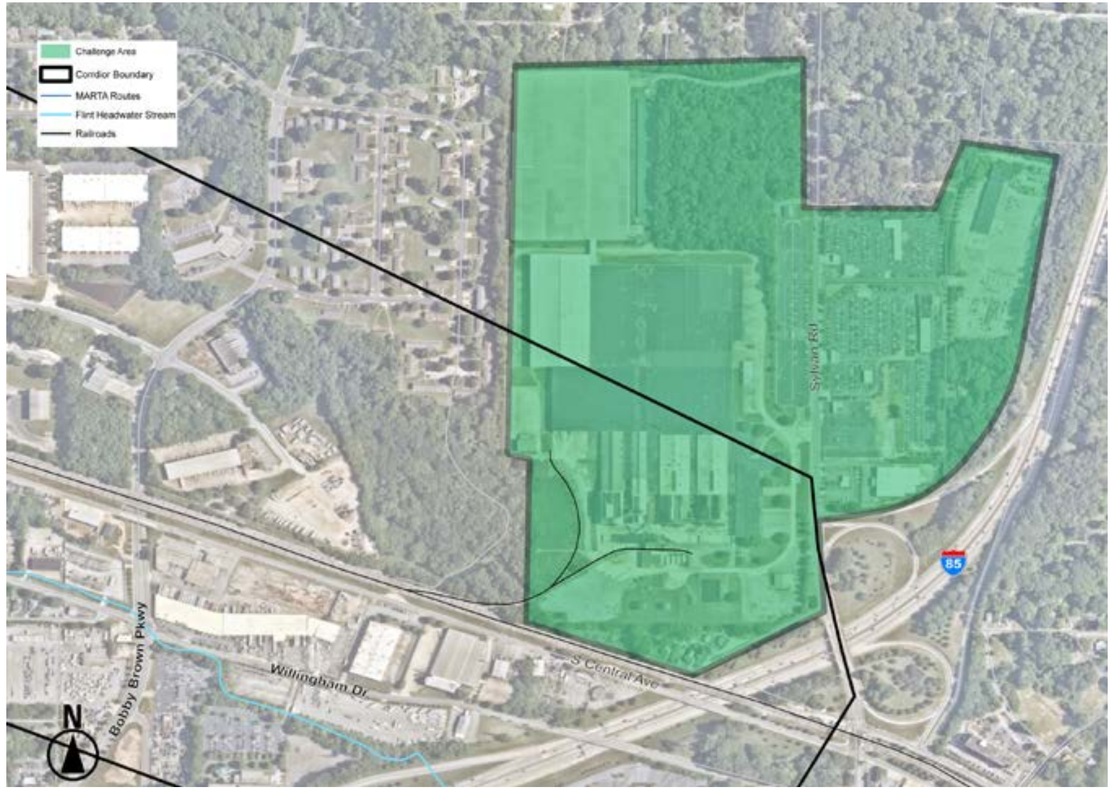



*Figure 9. Challenge Area Map*



## AREA SUMMARY

The Sylvan Road area (See area 1 in Figure 9) presents unique opportunities and challenges for redevelopment north of the railroad. The former Owens Illinois site is a roughly 56 acre property with an existing, vacant manufacturing facility totaling approximately one-million square feet. Currently, there is no redevelopment plan for the site, but the property could maintain an active, temporary use as the local market transitions to support redevelopment in the future. There are multiple site factors beneficial for future catalytic development, including several large single-owned sites, its proximity to Interstate 85, and its capacity to serve as a gateway to the Tri-Cities area. The primary challenges facing redevelopment of this facility include: an assumed significant amount of environmental remediation due to past uses, the location of an airport parking facility onsite which limits future site redevelopment, and the lack of market demand for office, retail, or residential uses needed to fill the current vacant space. These site challenges make future redevelopment very costly and future repurposing of site will require close coordination between local agencies, public partners, and stakeholders for successful development.

## CASE STUDIES

The repurposing of a large industrial space does not mean a total abandonment of industry. There are many examples of industrial spaces being revamped as light industrial or data-uses, with complementary, integrated mixed-use.

***Project Granite, Atlanta***

- QTS, a data center giant, has been redeveloping large formerly industrial sites into data centers including Project Granite, a unique mixed-use project that included office and other uses, anchored by a 1.5M SF data center in Westside Atlanta.

***Heppenstall Steel Mill, Pittsburgh***

- Carnegie Mellon University's National Robotics Engineering Center renovated a 100K SF defunct steel mill to be a robotics innovation and production facility in 2015.

***Studio City, Atlanta***

- Studio City is a 127-acre redevelopment project located on a demolished General Motors plant. The redevelopment will include movie studios, office space, multifamily, retail, and a hotel.
- Gray, the developer, will inherit up to $1.5B in bonds from Doraville's economic development authority and a 35% property tax incentive for the next 30 years.
- Doraville Downtown Development Authority established a TAD in 2015 to help develop this site.

# 05 ADDITIONAL AREAS

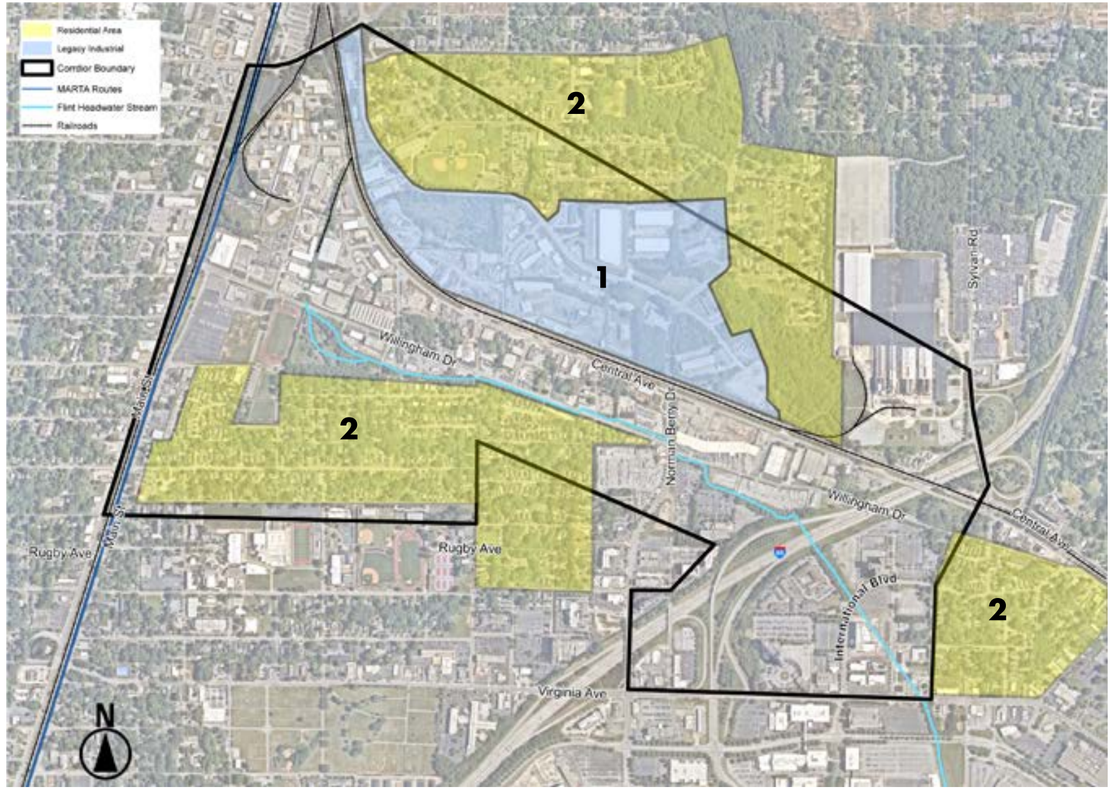



*Figure 10. Additional Areas Map*



## AREA SUMMARY

***Legacy Industrial***

Located north of Central Avenue and the rail line, the Legacy Industrial district (See area 1 in Figure 10) is characterized by existing large-scale industrial facilities and commercial warehouses that primarily focused on uses such as sanitation, recycling, and scrap metal processing. While the desire of the community is for the area to transition from heavy industrial to light industrial and non-industrial uses, it is expected that the current facilities will likely stay in operation in the near term Specific recommendations for this area are focused on routing truck trips away from existing single-family neighborhoods, providing additional landscaping or vegetated buffers to screen the industrial uses from view and from the existing neighborhoods, identifying locations for potential greenspace and restricting the expansion or addition of industrial uses. Additionally, due to documented and assumed contamination within the area, a focused effort on remediation is highly encouraged to protect both current residents as well as environmentally sensitive areas and ecological systems.

***Residential Neighborhoods***

The Residential Neighborhoods are characterized as primarily traditional, single-family neighborhoods located around the Willingham Drive and Central Avenue Corridors (See area 2 in Figure 10). Recommendations for these areas focus first on preserving the existing character of these communities. Additionally, there is a desire to provide more sidewalks and connections to Willingham Drive, the Headwaters Nature Preserve and the proposed Headwaters Trail. There is also an opportunity to explore the potential for adding additional housing types not currently found in the area, but in demand by the broader market. A housing study conducted by one community or in coordination with all three cities would provide the analysis and foundation for specific recommendations.

# 06 TRAILS AND GREENSPACE

## HEADWATERS TRAIL SHARED USE PATH

The Willingham Drive corridor provides a compelling opportunity for the introduction of a 10-foot shared use path. A path in this corridor would include the following complimentary benefits:

*Provide critical infrastructure—currently lacking—for pedestrians, bicyclists, and users of other personal, active transportation and micro-mobility (scooters, rollerblades, etc.) along the corridor;*

*Spur economic development for commercial/retail spaces by improving the urban design for properties fronting the corridor, and in some cases providing access to a secondary entrance (the traditional back of the building). Most of the existing properties have car-centric design that creates an un-welcoming feel for pedestrians on the corridor;*

*Create opportunities for ecological remediation and stormwater management improvements to the Flint River headwaters stream during the construction of the path and adjoining greenspaces.*

***Previous Plans***

Two recent plans proposed a shared use path along Willingham Drive:

*East Point PATH (2016) Trail System Master Plan – proposed a trail along the south side of Willingham Drive from Main Street east to the MARTA-owned parcel now planned as Headwaters Nature Preserve. From there the proposed trail turned south and weaved through the Eagan Park neighborhood.*

*AeroATL Greenway Plan (2018) – proposed a "Local" trail along Willingham Drive from Main Street east to Norman Berry Drive. From there, the proposed trail joins the "Loop Connecting Downtowns" on Norman Berry Drive and continues east along Willingham Drive into Downtown Hapeville.*

***Proposal***

The Willingham Shared Use Path would begin at the intersection of Willingham Drive and Main Street. At this intersection it would connect to the proposed Main Street Connector, a two-way cycle track on the east side of the street. The proposed 10-foot concrete path would continue east within the right-of-way under the MARTA and freight rail bridges, where it would intersect with the proposed East Main Street "Bicycle Boulevard Extension." The path would then continue within the north side right-of-way past Plant St. Between Plant Street and Elm Street a proposed mid-block crossing with a Pedestrian Hybrid Beacon/Rapid Flashing Beacon to provide safe crossing to the planned Headwaters Nature Preserve and connection to the trails within that park.

The trail would continue east on the north side of Willingham past Pennsylvania Avenue. The Flint River headwaters stream emerges between Bachelor Street and Norman Berry Drive, resulting in limited right-of-way in this area. This may require an alternate route or coordinating with private property owners.

At Norman Berry Drive, the Willingham Path would intersect with a path along Norman Berry Drive proposed in both prior plans. The combined path would cross Willingham Drive on the west side of the intersection and then cross Norman Berry Drive/Bobby Brown Parkway to continue east into the private property (3320 Norman Berry Drive) owned by Tiftona Industries.

Within the Tiftona property, the path would follow the Flint River Headwaters stream before continuing onto a second Tiftona parcel at ~1100 Willingham Drive. The path would exit the southeast corner of that parcel and continue onto GDOT right-of-way west of I-85.

The path would follow the western edge of the GDOT right-of-way before crossing over I-85 on a path-specific bridge. On the east of I-85 the trail would turn southwest along the property line and continue south to the Flint River stream. The total length of the trail as proposed is 8,367 feet (1.58 miles).

## GREENSPACES

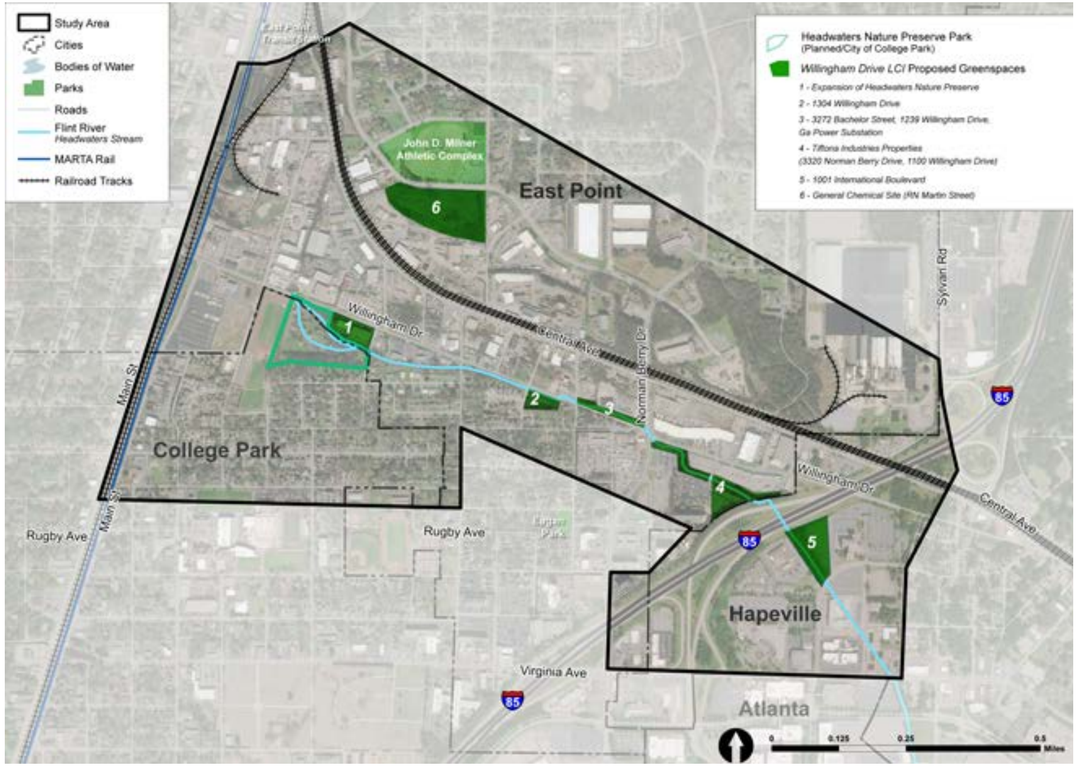



*Figure 11. Greenspaces Map*



## PROPOSALS

Four distinct greenspaces are proposed directly along the Willingham Drive corridor, with a fifth opportunity located in Hapeville along International Boulevard, and a sixth opportunity located in East Point on the parcel directly south of Milner Athletic Complex on R.N. Martin Street.

**Expansion of Headwaters Nature Preserve** (See area 1 in Figure 11) – the Headwaters Nature Preserve has been planned and designed and is moving towards construction. However, there is potential to expand the proposed greenspace by incorporating the two parcels along the northern edge of the preserve. The addition of 1486 and 1508 Willingham Drive into the Nature Preserve would allow for further improvements to the stream buffer and decreased impervious surface near the stream. Potential uses for the existing buildings could be non-profit office space combined with educational and community spaces. Both parcels are currently privately owned.

**1304 Willingham Drive** (See area 2 in Figure 11) – this parcel offers the opportunity to create a 1.1-acre greenspace which could provide ecological improvement to the Flint River headwaters stream corridor and flooding prevention. The parcel was identified in a CDM stormwater engineering assessment as a potential location for the removal of "3,200 cubic yards of soil to provide overbank storage." Redesigning the parcel as an ecologically sensitive constructed wetlands could serve the same stormwater purpose while providing a pocket greenspace with potential wildlife viewing platforms and a small walking trail. The parcel is currently privately owned.

**3272 Bachelor Street, 1239 Willingham Drive, GA Power Substation** (See area 3 in Figure 11) – currently divided into four parcels, the north side of Willingham Drive between Bachelor Street and Norman Berry Drive offers the opportunity to create a linear greenspace (approximately 0.8 acres) along the proposed shared use path and the Flint River headwaters stream. The proposed shared use path would run along the northern bank of the stream, creating a corridor roughly 30 to 80-ft wide where streambank restoration and ecological improvements could benefit the stream corridor and improve the experience for path users. The potential decommissioning of the Georgia Power substation would open up the opportunity to add an additional ~1.5-acre greenspace at the corner of Willingham and Norman Berry. All parcels in question are currently privately owned.

**Tiftona Industries Properties (3320 Norman Berry Drive, 1100 Willingham Drive)** (See area 4 in Figure 11)– these two parcels are bisected by the Flint River headwaters stream and the proposed shared use path. Greenspace improvements in the corridor including both the stream and path could create a 4.5+ acre linear greenspace. Redesigning the triangular southern corner of 1100 Willingham Drive as a constructed wetlands for stormwater retention could allow for building development fronting Willingham Drive in current floodplain areas. Both parcels are privately owned, and the greenspace would also include a third private parcel.

## GREENSPACES (CONT.)

**1001 International Boulevard** (See area 5 in Figure 11) – the southwestern corner of the currently vacant office building at 1001 International Boulevard offers the potential for a greenspace that incorporates the existing Flint River headwaters stream and its forested banks, the proposed shared use path, and improvements to an existing parking lot. Finding the Flint previously identified the existing strip of forested land along the headwaters stream as a candidate for public greenspace. The addition of the shared use path along the forest's eastern edge and expanding greenspace into the existing parking lot could create a 2.5+ acre park space. The parcel is privately owned.

**General Chemical Site - RN Martin Street** (See area 6 in Figure 11) – directly south of the John D. Milner Athletic Complex is a vacant site, approximately 15-acres. It was listed by GA EPD as a Contaminated Site in 1998 but remediation may have occurred, and it offers potential for greenspace. Suggestions include redesign as a "pump track" for mountain bikes and off-road bikes or as a BMX race course.



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# TIFT PROPERTY PROPOSAL

*Figure 12. Tift Property Concept Plan (for illustrative purposes only)*



***Existing Conditions***

Tiftona Industries currently owns two parcels on the south side of Willingham Drive east of Norman Berry Drive/Bobby Brown Parkway. The first parcel (14 0127 LL0380) at 3320 Norman Berry Drive sits at the southeast corner of the intersection of Willingham and Norman Berry with frontage on both roads, and totals 2.09 acres. The second parcel (14 0127 LL0463) is located at approximately 1100 Willingham Drive and totals 4.18 acres. The parcels are separated along Willingham Drive by a 30-foot section of a separate parcel that is the site of the Double Tree by Hilton-Atlanta Airport hotel at 3400 Norman Berry Drive.

The majority of land area within the two parcels is currently paved with asphalt and used as parking lots. The Flint River headwaters stream emerges from a pipe at the northwest corner of 3320 Norman Berry Drive and flows southeast through both parcels with a roughly 90-foot forested buffer along the banks. A 50-foot bridge crosses the stream that connects the Double Tree hotel site to Willingham Drive and connects the two sides of the second Tiftona parcel that is bisected by the stream.

***Proposal***

The proposal is to redevelop both parcels, adding new buildings, new parking areas, a shared use path (Headwaters Trail), walking trails, and a stormwater retention area, all with an orientation to the proposed Headwaters Trail and following the principles of Low-Impact Development. Streambank restoration and new tree plantings are proposed along the entire length of the Flint headwaters stream, improving its ecological condition and providing a publicly accessible corridor of passive, linear greenspace.

The concept envisions a unified site across the two parcels, connected by the shared use path (See item 1 in Figure 12) that would begin at the northwest corner of 3320 Norman Berry drive and run along the south side of the stream before crossing over and running along the north side of the stream to the southeast corner of the Willingham Drive parcel. Three large buildings are proposed (see item 2 in Figure 12) —one along Norman Berry and two on Willingham Drive—each with a footprint between 20,000 and 30,000 square feet. Uses could include mixed office and retail space, as well as restaurant components. Large plazas that would face the path and stream are proposed to provide the buildings with a "second front door," in addition to improved streetscape and sidewalk conditions fronting the roadways. Surface parking areas (See item 3 in Figure 12), designed with LID principles including pervious pavers and tree plantings, are proposed to the south of the Norman Berry building and in between the two buildings along Willingham.

The triangular area of the Willingham parcel (See item 4 in Figure 12),currently a surface parking lot, bounded by the stream on the north, I-85 on the southeast, and the existing hotel on the west, is proposed to be redesigned as a stormwater retention area. Constructed wetlands could serve to capture runoff from the surrounding developments as well as divert stormwater from the stream, serving the same purpose as proposed in the CDM stormwater document, which suggested soil removal in this area for overbank protection. This stormwater area could also decrease the existing 100-year flood zones which cover much of the existing site.

## TIFT PROPERTY PROPOSAL

*Figure 13. Tift Property Proposal Rendering (for illustrative purposes only)*



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# 07 TRANSPORTATION

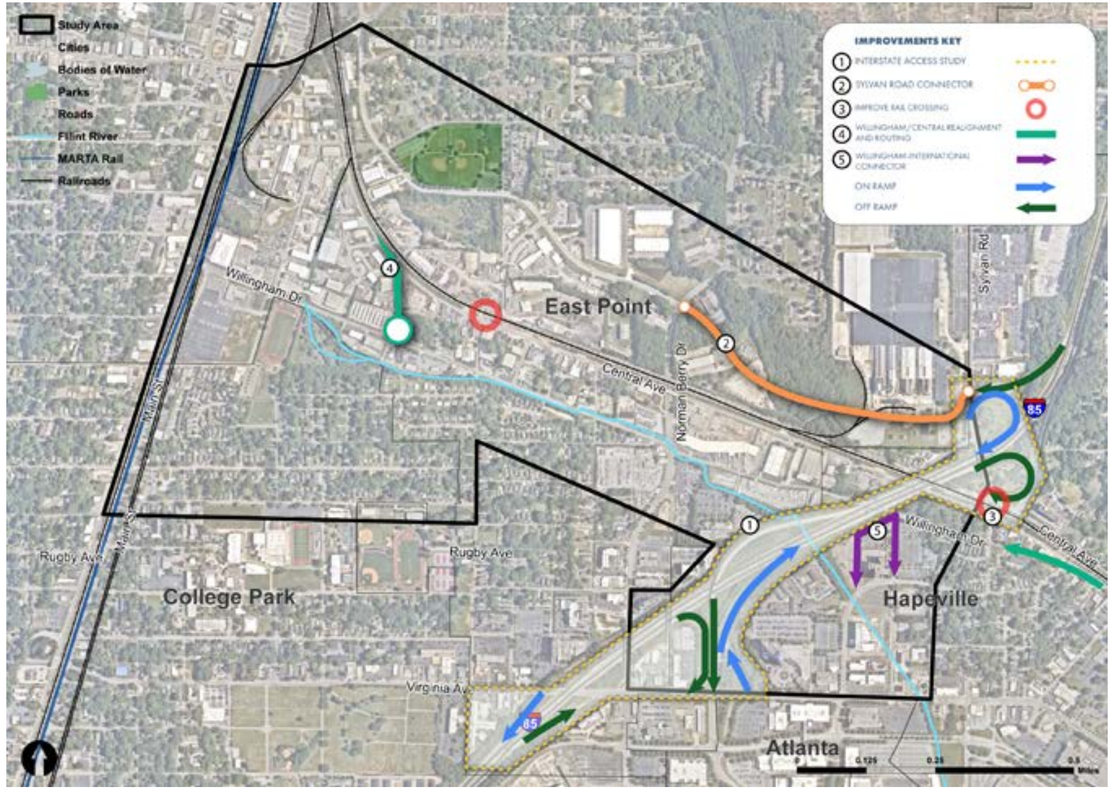


*Figure 14. Transportation Map*



## TRANSPORTATION PROPOSALS AND RECOMMENDATIONS

***Interstate Access Study*** (Item 1 in Figure 14)

The study area currently has access to/from Interstate 85 via the existing ramp systems at both Sylvan Road and Virginia Avenue. These access points to/from the interstate do no provide clear or direct connectivity to the Willingham Corridor study area resulting in complex travel patterns which in some instances results in interstate related traffic utilizing neighborhood streets. Furthermore, the one-way ramp systems lack intuition and can lead to confusion as drivers attempt to enter the interstate system. The current conditions negatively impact travel to and from the Cities of College Park, East Point and Hapeville as well as the northern side of the Atlanta airport and the "Corporate Crescent" as identified by the Aerotropolis Atlanta Alliance in the Aerotropolis Atlanta Blueprint.

While some solutions or improvements have been suggested in other recent studies, additional analysis is needed. An Interstate Access Study would review interstate access to/from the study area, consider vehicular travel patterns, vehicle delay and traffic operations, vehicular and pedestrian/bicycle safety, and wayfinding opportunities.

The study will aim to find creative ways to simplify or condense access and ramp systems by eliminating duplicative access; improving access to Willingham Drive and the Tri-Cities area; creating more intuitive access and improving wayfinding (signage, pavement markings, etc.); improving traffic operations and general connectivity while respecting the surrounding neighborhoods and mitigating impacts of potential improvement projects. Some preliminary improvement projects that will be further reviewed as part of this study may include but are not limited to: consolidating the ramp system along Virginia Avenue; reconfiguring the ramp system along Central Avenue and Sylvan Road; analyzing the potential for a collector-distributor system between Virginia Avenue and Sylvan Road and reviewing previous relevant plans or improvements to ensure coordination.

Big idea: The introduction of a collector-distributor system and the closure of redundant ramps may increase access while making travel to and from the interstate easier and possibly freeing land up for additional development or greenspace.

***Sylvan Road Connector*** (Item 2 in Figure 14)

Existing conditions provide limited interstate access from Downtown East Point, East Washington neighborhood and RN Martin Street. Additionally, there is lack of access between the Sylvan Road area and Downtown East Point and the East Washington neighborhood.

A feasibility study would explore the possibility of connecting Sylvan Road to RN Martin Street at the existing I-85 southbound exit ramp. This includes the potential to develop with road utilizing existing ROW or in partnership with future redevelopment in the area.

The improvement will provide better access for both Downtown East Point and East Washington neighborhood as well as provide an alternate route for heavy truck traffic to and from the interstate ramp system.

Big idea: The former Owens-Illinois facility and its possible redevelopment present a unique opportunity to create the Sylvan Road Connector. Additionally, existing right-of-way may provide additional options for the potential alignment of this new connection.

*Existing conditions near potential location of proposed Sylvan Road Connector*





***Central Avenue Rail Crossing Study*** (Item 3 in Figure 14)

There are a number of at-grade railroad crossings located at or near intersections along Central Avenue. These at-grade crossing can lead to confusing and unsafe conditions for drivers, pedestrians or and bicyclist.

A Central Avenue Rail Crossing Study "would focus on a select set of at-grade crossings along Central Avenue in, review existing conditions, and provide recommendations necessary for improved safety and traffic operations.

The study will strategically identify at-grade crossing locations to maintain adequate north/south connectivity while improving safety conditions. This may include crossing locations at East Point and Hapeville. Any improvements at or near at-grade crossing locations require coordination with the Federal Railroad Administration, the relevant railroad operator, the Georgia Department of Transportation and local municipalities. It is anticipated that some improvements at some existing crossing locations may require the closure/restricted access at other existing crossing locations. We will partner with other local/regional jurisdictions to develop consensus on rail corridor treatments to improve safety and maintain connectivity.

Big idea: Another community in Georgia recently partnered with the Georgia Department of Transportation to install a round-a-bout within an at-grade crossing. This solution has resulted in safer and more efficient operations at that location. A similar solution could be possible at one or more of the at-grade crossings along Central Avenue.

*Existing Sylvan Road and Central Avenue Intersection and example roundabout solution*

***Shift vehicular access to Willingham Drive*** (Item 4 in Figure 14)
Vehicular traffic along Central Avenue strains the at-grade crossings at or near intersections.

A traffic, routing and realignment study would review the feasibility and impacts of routing traffic from Central Avenue to Willingham Drive.

The study would explore the possibility of deemphasizing Central Avenue as a major vehicular east/west connector and encouraging Willingham Drive as an alternative creates separation between roadway and railroad systems, which in turn improves safety and driver expectancy. Additionally, the study will consider the potential improvements where the rerouting or realignment occurs, including but not limited to installing roundabouts.

Big ideal: Routing traffic from Central Avenue could support two goals. First, it could pull traffic away from at-grade crossings. Second, pushing more traffic to Willingham Drive could support business location and economic development efforts. Additionally, the rerouting locations could be treated as gateways to the Willingham Drive area.

***Willingham-International Connector*** (Item 5 in Figure 14)
Provide a new connection from Willingham Drive to International Boulevard that would support redevelopment and relieve cut-thru traffic through nearby neighborhoods. Big Idea: As part of redevelopment, this new connection would expand the street grid and provide additional road frontage and alternate routes for local traffic.

***Improve Bus Stops***
The existing bus stop locations are substandard with no transit rider amenities or last mile connectivity.
Proposed Transit Study: The proposed study will review existing conditions and recommend improvements within the study area.

Working with MARTA and other partners, the study will make recommendations to improve bus stop facilities and general access to stops. Additional seating, shelter, and lighting are all critical components to improving transit rider experience. Additionally, sidewalks to and from bus stop locations will be identifies and recommended.

Big idea: Improved bus stop locations could also be considered for public art and other branding elements for the area. The Atlanta Regional Commission recently funded studies that will explore the use of creative placemaking and the arts to improve existing bus stops and enhance the surrounding community.

# 08 IMPLEMENTATION PLAN

The implementation plan outlines the programs and recommendations proposed during the plan development process for the Willingham Corridor Improvement Study. To successfully implement these programs and recommendations, multi-agency coordination, supported by clear and concise communications of responsibilities and task ownership, is required. In Table 1, the programs and recommendations are described, along with the project's timeline for implementation, the responsible agency that will oversee the project's implementation, partner organizations that will be involved during the implementation process, a planning-level cost estimate for the recommendation, and anticipated funding sources for each project.

The programs and recommendations are highlighted and grouped in the following strategic areas:

- *Organizational and Collaboration*
- *Greenspace and Trails*
- *Land Use and Zoning*
- *Transportation*
- *Economic Development*
- *Placemaking and Programming*

***Organizational and Collaboration***

Create Willingham Corridor Task Force (0 – 1 Year)

Utilizing members of the Project Management Team and Stakeholder Committee, establish a task force or committee focused on implementing the Willingham Corridor vision. The creation of this task force is critical as several implementation items require coordination among multiple partners, including the three cities within the study area.

***Greenspace and Trails***

Headwaters Nature Preserve (1 – 3 Years)

This catalytic greenspace will be located at the existing MARTA stormwater site on Willingham Drive. The project would include complete planning, design and construction of the Headwaters Nature Preserve park, while providing critical trail connections for the planned Headwaters Trail. The cities of College Park and East Point and other partners should prioritize the completion of this new greenspace, which will provide an anchor greenspace for the community and future redevelopment.

Headwaters Trail Corridor Plan (1 – 3 Years)

This feasibility study will examine a new 10-foot shared-use path along Willingham Drive, from Main Street to just east of the I-85 bridge in Hapeville. The study will determine the path's alignment, design, crossings, right-of-way (ROW) needs, and phasing of the entire Headwaters Trail corridor. The Headwaters Trail would provide critical infrastructure for improving



WILLINGHAM DRIVE IMPLEMENTATION PLAN

mobility for bicycles and pedestrians between the Willingham Drive corridor and Main Street, the planned Headwaters Creative Hub, and the planned Headwaters Nature Preserve.

Headwaters Trail (First Phase) (2 – 4 Years)

The first phase of the Headwaters Trail will provide bicycle and pedestrian path connection from the Main Street corridor to the planned Headwaters Nature Preserve. This first phase will include the design and construction of the Headwaters Trail for this initial trail segment.

Headwaters Nature Center/Park expansion (3 – 5 Years)

This feasibility study will plan and design for the potential expansion of the planned Headwaters Nature Preserve and the creation of the Headwaters Nature Center. The Headwaters Nature Center will be a community center and meeting space, located within the Headwater Nature Preserve park, will serve as the "front door" for the headwaters of the Flint River. Potential partnering agencies include the Woodward Academy and other area schools.

Flint River Greenspace Design (3 – 5 Years)

This project will take advantage of the existing daylit segments of the Flint River. This priority project for the study area will include four distinct greenspaces along the Willingham Drive corridor, with a fifth opportunity located in Hapeville along International Boulevard, and a sixth opportunity located in East Point on the parcel directly south of the John D. Milner Athletic Complex on RN Martin Street. The project would include coordination with property owners to design greenspaces along the Flint River.

New Park at General Chemical Site Study (3 – 5 Years)

This feasibility study would analyze the potential use of the General Chemical site, located directly south of the John D. Milner Athletic Complex, for new park land. Currently, this is a vacant 15-acre site that was listed by Georgia EPD as a Contaminated Site in 1998, but remediation may have occurred, and it offers potential for additional greenspace. Recommendations for the site include a possible redesign as a "pump track" for mountain bikes and off-road bikes or as a BMX racecourse.

Flint River Greenspaces Construction (4 – 8 Years)

Construction of new greenspaces along Willingham Drive providing access to the daylit segments of the Flint River headwaters stream. Construction of the Flint River greenspaces will provide stormwater support areas, mitigating flooding along the neighboring areas.

***Land Use and Zoning***

Update the Future Land Use Map for Catalytic Sites and Key Parcels (0 – 1 Year)

Update the Future Land Use Map and district designations for key parcels within the study area to be consistent with the vision of the Willingham Corridor Study.

Zoning Changes to Catalytic Sites and Key Parcels (0 – 1 Year)

Based upon the concept of the plan, each municipality will need to update their zoning districts or rezone key parcels to support the planned visioning for each catalytic site – the Headwaters District, the Neighborhood Node, and the International Node. Alignment of the zoning districts should be coordinated with the Willingham Corridor Task Force and implemented by planning staff for each city. This includes utilizing the new Mixed Use Commercial Industrial District (MX-CI).

Zoning Revisions (0 – 2 Years)

Review and update accordingly, the zoning code for each municipality to include additional requirements related to accommodating the Headwaters Trail, greenspace, stormwater; exclude future heavy industrial uses; add incentives and reduce parking requirements for parcels near MARTA or adjacent to paths that connect to MARTA.

Promote Public Land Acquisition and Consider Public-Private Partnerships (0 – 10 Years)

Promote land assemblage through active public acquisition to develop larger transformational projects. Consider public-private partnerships to encourage economic diversification. Partners should be well-capitalized and have past experience working with the public sector.

***Transportation***

Improve MARTA Bus Stops (0-3 Years)

Work with MARTA and other partners to improve bus stops within the study area including adding shelters, seating, lighting, and other amenities. Creative placemaking and public art should be considered for these improvements and locations as well.

Sylvan Road Connector Feasibility Study (1 – 3 Years)

This study will look to determine the possible alignment and cost of creating a new connection from Sylvan Road near I-85 to RN Martin Street. The study will determine potential right-of-way (ROW) needs, and identify strategies for implementation including through redevelopment opportunities or public acquisition.





Willingham Drive-International Boulevard Connector Feasibility Study (1 - 3 years)

This study will determine the possible alignment and cost of creating a new connection from Willingham Drive to International Boulevard. The study will determine potential right-of-way (ROW) needs, and identify strategies for implementation including through redevelopment opportunities or public acquisition.

Willingham Drive Sidewalk Extension (2 – 4 Years)

The project includes the design and construction of a six-foot sidewalk extension along the south side of Willingham Drive from Plant Street to Elm Street.

Interchange Access Study (3 – 5 Years)

This interstate access study will analyze the current interstate access ramps that provide access to Sylvan Road and Virginia Avenue along I-85. The study will examine how to improve access to the cities of College Park, East Point, Hapeville and may include exploring the possibility of introducing a collector-distributor system.

Updated/Safe Rail Crossings (3 – 5 Years)

This recommendation will investigate how to provide safe and reliable rail crossings alongside adjacent roadway intersections. The evaluation will focus upon the current at-grade rail crossings along Central Avenue, within the study area and through downtown Hapeville, and identify potential improvement strategies, including the use of innovative railroad/roadway crossing/intersection design and roundabouts.

Willingham Drive/Central Avenue Routing (3 – 5 Years)

This study will examine the feasibility of routing traffic from Central Avenue to Willingham Drive via modified or new connections, including eastern and western connections, and the use of roundabouts or traffic circles at the existing Elm Street/Willingham Drive or Central Avenue/Willingham Drive intersections.

East Main Street Bicycle Boulevard Feasibility Study (3-5 Years)

This feasibility study of a north-south shared-use path connection from Willingham Drive to the College Park MARTA Station, traveling along the west side of East Main Street.

***Economic Development***

Establish Headwaters Creative Hub (Organization) (0 – 1 Year)

Establish a task force or organization to support the creation of the Headwaters Creative Hub. This group would be focused on identifying a location, potential partners, needs and requirements and developing a strategy.

Expand or Create a Tax Allocation District (TAD) (0 – 3 Years)
Expand the existing TAD or create a new TAD that would include the Willingham Drive and Central Avenue areas to fund streetscape improvements, connections to MARTA, and infrastructure investments that will support and attract redevelopment. The funds could be used to help float larger infrastructure bonds to improve corridor conditions or support a large redevelopment project or the TAD could be structured to provide smaller grants for specific improvements.

Streamlined Development Review Process (0 – 5 Years)
Work with site owners and development partners to insure streamlined development review process. Proactively seek opportunities to use TAD funding to support project elements that support vision of the plan and TAD .

Conduct Brownfield Assessment of Catalytic Sites (0 – 5 Years)
Using existing or new EPA Brownfield grants, assess catalytic sites within the Headwaters District, the Neighborhood Node, and the International Node, for potential contamination and identify needed mitigation.

Brownfield Clean-Up and Remediation (0 – 5 Years)
Continue assessing identified Brownfields within the study area and identify needed mitigation and funds to support clean-up.

Incentivize Job Creation (2 – 5 Years)
Incentivize job creation through job or industrial tax incentives, using precedents such as the Georgia Opportunity Zone program or incentivized film production through tax credits.

Parking Deck Feasibility Study and Design (3 – 5 Years)
Study the potential of a parking deck within the catalytic sites, specifically those near the intersection of Willingham Drive and Bobby Brown Parkway in East Point and International Boulevard and Lang Avenue in Hapeville. These decks may be constructed as public decks or as a public-private partnership between a developer and local jurisdiction.

Target Industry and Development Attraction (Ongoing)
The economic development staff for each of the three cities as well as partners such as the Aerotropolis Atlanta Alliance should take a proactive approach in attracting target industries and development to the area. This includes, but is not limited to breweries, creative industries, restaurants and food preparation, flexible office, and multifamily residential.





Technical Support Initiatives (Ongoing)
Provide technical support where possible to facilitate quality redevelopment efforts in study area. Examples of technical support include stormwater engineering analyses, project-specific economic and real estate analyses, design concepts, facilitation of meetings, and coordination of events and programs.

***Placemaking and Programming***

Public Art/MARTA Bridge and Wall Mural (0 – 5 Years)
Partner with MARTA to create murals or other public art on the MARTA bridge over Willingham Drive and the retaining wall north of Willingham Drive.

Streets Alive Willingham Drive (0 – 5 Years)
Partner with area stakeholders to host a Willingham Streets Alive event to highlight Willingham Drive, the Flint and the potential of the area.

Flint River Festival (0 – 5 Years)
Partner with other communities along the Flint River to host a Flint River Festival to celebrate this important ecosystem and community amenity.

Gateway Landscaping (1 – 3 Years)
Provide landscaping for the Willingham Drive gateways/entryways that establishes an introduction to the corridor. Gateway improvements should include wayfinding for the corridor that features the branding for the Headwaters district, as well as beatification elements such as landscaping lighting and public art.

Headwaters Branding and Historical Landmark Initiative (1-3 Years)
Create the branding for the Headwaters district that includes the Headwaters Nature Preserve, Headwaters Nature Center, Headwaters Trail, and the Flint River Greenspaces. This process should include wayfinding of community assets and the creation of wayfinding markers that highlight physical and historical landmarks for the Willingham Drive corridor.

*Table 1: Implementation Plan*

| IMPLEMENTATION TASK | BRIEF DESCRIPTION | TIMEFRAME | RESPONSIBLE PARTY(IES) | PARTNER ORGANIZATIONS | COST ESTIMATE | POTENTIAL FUNDING SOURCE |
|---|---|---|---|---|---|---|
| ORGANIZATIONAL STRUCTURE AND COLLABORATION | | | | | | |
| Create Willingham Corridor Task Force | Utilizing members of the PMT and Stakeholder Committee, establish a task force or committee focused on implementing the Willingham Corridor vision. This is critical as several implementation items require coordination among multiple partners, including the three cities within the study area. | 0-1 year | City of East Point | City of College Park; City of Hapeville | Staff Time | Staff Time; City Funding |
| GREENSPACE AND TRAILS | | | | | | |
| Headwaters Nature Preserve | Complete planning, design and construction of the Headwaters Nature Preserve park. Cities and other partners should prioritize the completion of this new greenspace. | 1 – 3 Years | City of College Park; City of East Point | Finding the Flint; The Conservation Fund | $3,300,000 | General Fund / SPLOST / Bond / Grants |
| Headwaters Trail Corridor Plan | Feasibility/scoping study to determine alignment, design, crossings, ROW needs and phasing of the entire Headwaters Trail corridor. | 1 – 3 Years | City of East Point | PATH Foundation; Aerotropolis ATL; City of Hapeville | $100,000 - $200,000 | General Fund / SPLOST / Bond / Grants |
| Headwaters Trail (First Phase) | Design and construction of Headwaters Trail from Main Street to Headwaters Nature Preserve. | 2 – 4 Years | City of East Point | PATH Foundation; Aerotropolis ATL; City of College Park | $805,000 (0.4 mile trail @ $2M / mile) | General Fund / SPLOST / Bond / Grants |
| Headwaters Nature Center/ Park expansion | Feasibility study to identify potential expansion and creation of a Nature Center. Identify partners and funding. | 3 – 5 Years | City of College Park; City of East Point | Finding the Flint; American Rivers; Potential: The Conservation Fund; The Trust for Public Land; The Nature Conservancy | $150,000 | General Fund / SPLOST / Bond / Grants |
| Flint River Greenspace Design | Work with property owners to design greenspaces along the Flint River. The area east of Bobby Brown Parkway, south of Willingham Drive and west/northwest of Interstate 85 is a priority location for this study. Other locations include: the area east of Interstate 85 near International Boulevard in Hapeville, the parcel at 1304 Willingham, parcels between Bachelor St and Norman Berry (GA Power substation). | 3 – 5 Years | City of East Point; private property owners | Finding the Flint; The Conservation Fund; The Trust for Public Land | Bobby Brown: $60,000; Intl Blvd: $20,000; 1304 Willingham: $20,000; Bachelor St-Norman Berry parcels: $30,000. Total $130,000 | General Fund / SPLOST / Bond / Grants |
| New Park at General Chemical Site Study | Feasibility study to analyze potential use of General Chemical site for new park land. | 3 – 5 Years | City of East Point; private property owners | The Conservation Fund; The Trust for Public Land; The Nature Conservancy | $50,000 - $75,000 | General Fund / SPLOST / Bond / Grants |
| Flint River Greenspaces Construction | Construction of new greenspaces along Willingham Drive providing access to the Flint River headwaters stream. | 4 – 8 Years | City of East Point; private property owners | Finding the Flint; The Conservation Fund; The Trust for Public Land | $3,000,000 ($300,000 / acre including P&E) | General Fund / SPLOST / Bond / Grants |



| IMPLEMENTATION TASK | BRIEF DESCRIPTION | TIMEFRAME | RESPONSIBLE PARTY(IES) | PARTNER ORGANIZATIONS | COST ESTIMATE | POTENTIAL FUNDING SOURCE |
|---|---|---|---|---|---|---|
| LAND USE AND ZONING | | | | | | |
| Update the Future Land Use Map for Catalytic Sites and Key Parcels | Update the Future Land Use Map and district designations for key parcels within the study area to be consistent with the vision of the Unified Development Code. | 0 – 1 Year | City of College Park, City of East Point, City of Hapeville | N/A | Staff Time | Staff Time; City Funding |
| Zoning Changes to Catalytic Sites and Key Parcels | Update zoning map or rezone key parcels within the study area to be consistent with the vision of the plan, including the use of the new MC-CI district. | 0 – 1 Year | City of College Park, City of East Point, City of Hapeville | N/A | Staff Time | Staff Time; City Funding |
| Zoning Revisions | Update zoning code to include provisions for the Headwaters Trail, greenspace, stormwater; exclude future heavy industrial uses; add incentives and or reduce parking requirements. | 0 – 2 Years | City of College Park, City of East Point, City of Hapeville | N/A | Staff Time | Staff Time; City Funding |
| Promote public land acquisition and consider public-private partnerships | Promote land assemblage to develop larger transformational projects. Consider public/ private partnerships and other strategies. | 0 – 10 Years | City of East Point | East Point Business and Industrial Development Authority (BIDA) | Varies based on sites acquired and public-private partnerships | East Point Business and Industrial Development Authority (BIDA); private funding |
| TRANSPORTATION | | | | | | |
| Improve MARTA Bus Stops | Work with MARTA and other partners to improve bus stops within the study area including adding shelters, seating, lighting and other amenities. | 0 – 3 Years (Initial Study and Design) | MARTA | City of College Park; City of East Point | $45,000 (Initial Study and Design | City Funds, ARC, MARTA |
| Sylvan Road Connector Feasibility Study | Determine possible alignment and cost of creating a new connection from Sylvan Road near Interstate 85 to RN Martin Street. | 1-3 Years | City of East Point | East Point Business and Industrial Development Authority (BIDA) | $75,000 | City Funds, State Funds, ARC |
| Willingham Drive-International Boulevard Connector Feasibility Study | Determine possible alignment and cost of creating a new connection from Willingham Drive to International Drive. | 1-3 Years | City of Hapeville | Development Authority of Hapeville, GDOT | $45,000 | City Funds, State Funds, ARC |
| Willingham Drive Sidewalk Extension | The project designs and constructs a six-foot sidewalk extension along the south side of Willingham Drive from Plant Street to Elm Street. | 2 – 4 Years | City of East Point | City of College Park | $50,000-$200,000 (Design and Construction) | General Fund / SPLOST / Bond / Grants |
| Interchange Access Study | Sylvan Road and Virginia Avenue interchanges. | 3-5 years | City of College Park, City of East Point, City of Hapeville | ARC, GDOT | $250,000-300,000 | ARC Transportation Improvement Program (TIP) funding, State funding, City funding |
| Updated/Safe Rail Crossings | Analyze current at-grade rail crossings along Central Avenue within and adjacent to the study area, and identify potential improvements. | 3-5 Years | City of East Point, City of Hapeville | City of College Park, GDOT, ARC | $125,000 | City Funds, State Funds, ARC |
| Willingham Drive/Central Avenue Routing | Study feasibility of routing traffic from Central Avenue to Willingham via modified or new connections. | 3-5 Years | City of East Point, City of Hapeville | City of College Park, GDOT | $100,000 | City Funds, State Funds, ARC |
| East Main Street Bicycle Boulevard Feasibility Study | Feasibility study of planned bicycle connection from Willingham Drive to the College Park MARTA Station. | 3-5 Years | City of College Park | City of East Point | $830,000 | General Fund / SPLOST / Bond / Grants |

| IMPLEMENTATION TASK | BRIEF DESCRIPTION | TIMEFRAME | RESPONSIBLE PARTY(IES) | PARTNER ORGANIZATIONS | COST ESTIMATE | POTENTIAL FUNDING SOURCE |
|---|---|---|---|---|---|---|
| ECONOMIC DEVELOPMENT | | | | | | |
| Establish Headwaters Creative Hub (Organization) | Create task force or organization to support the creation of the Headwaters Creative Hub. This group would be focused on identifying a location, potential partners, needs and requirements and developing a strategy. | 0 – 1 Year | City of East Point | City of College Park; City of Hapeville; and Environmental Protection Agency (EPA) | Staff Time | Staff Time; City Funding |
| Expand or Create a Tax Allocation District (TAD) | Expand the existing TAD or create a new TAD that would include the Willingham Drive and Central Avenue areas. | 0 – 3 Years | City of East Point | East Point Business and Industrial Development Authority (BIDA) | Staff Time | City Funding; State Funding |
| Streamlined Development Review Process | Work with site owners and development partners to insure streamlined development review process. Proactively seek opportunities to use TAD funding to support project elements that support vision of LCI plan and TAD redevelopment plan | 0 – 5 Years | City of East Point | City of College Park; City of Hapeville; East Point Business and Industrial Development Authority (BIDA) | Staff Time | Staff Time; City Funding |
| Conduct Brownfield Assessment of Catalytic Sites | Using existing or new EPA Brownfield grants, assess catalytic sites for potential contamination and identify needed mitigation. | 0 – 5 Years | City of East Point | East Point Business and Industrial Development Authority (BIDA) | Staff Time, Varies by assessment and site | Federal Funding; City Funding; EPA |
| Brownfield Clean-Up and Remediation | Continue assessing Brownfields within the study area and identify needed mitigation and funds to support clean-up. | 0 – 5 Years | City of East Point | EPA, EPD | Staff Time, Varies by assessment and site | Federal Funding; City Funding; EPA |
| Incentivize Job Creation | Incentivize job creation through industrial tax incentives, using precedents such as Georgia's incentivized film production through tax credits | 2 – 5 Years | City of East Point | East Point Business and Industrial Development Authority (BIDA) | Varies based on incentives | Federal Funding; City Funding; State Funding |
| Parking Deck Feasibility Study and Design | Study the potential of a parking deck within the catalytic sites, specifically those near the intersection of Willingham Drive and Bobby Brown Parkway in East Point and International Boulevard and Lang Avenue in Hapeville. These decks may be constructed as public decks or as a public-private partnership between a developer and local jurisdiction. | 3-5 Years | City of College Park, City of East Point, City of Hapeville | College Park BIDA, East Point BIDA, Hapeville Development Authority | XX | City Funds, Public-private partnership |
| Target Industry and Development Attraction | Develop a strategy to target industries and development to the area. This includes, but is not limited to breweries, creative industries, restaurants and food preparation, flexible office, and multifamily residential. | Ongoing | Cities of College Park, East Point and Hapeville | College Park BIDA, East Point BIDA, Hapeville Development Authority, Aerotropolis Atlanta Alliance | Staff Time | Staff Time, City Funding |
| Technical Support Initiatives | Provide technical support where possible to facilitate quality redevelopment efforts in LCI study area. Examples of technical support include stormwater engineering analyses, project-specific economic and real estate analyses, design concepts, facilitation of meetings, and coordination of events and programs. | Ongoing | City of East Point | City of College Park; City of Hapeville; East Point Business and Industrial Development Authority (BIDA) | Staff Time | Staff Time; City Funding |



| IMPLEMENTATION TASK | BRIEF DESCRIPTION | TIMEFRAME | RESPONSIBLE PARTY(IES) | PARTNER ORGANIZATIONS | COST ESTIMATE | POTENTIAL FUNDING SOURCE |
|---|---|---|---|---|---|---|
| PLACEMAKING AND PROGRAMMING | | | | | | |
| Public Art/MARTA Bridge and Wall Mural | Partner with MARTA to create murals or other public art on the MARTA bridge over Willingham Drive and the retaining wall north of Willingham Drive. | 0 – 5 Years | City of East Point; MARTA | MARTA | Varies based on project specifics | City Funds, Fulton County Arts Council, MARTA Artbound |
| Streets Alive Willingham Drive | Partner with area stakeholders to host a Willingham Streets Alive event to highlight the Flint and the potential of the area. | 0 – 5 Years | City of East Point; East Point Main Street Association (EPMSA), City of College Park, City of Hapeville | Aerotropolis Atlanta Alliance | Staff Time (Initial organization) | Staff Time, City Funding |
| Flint River Festival | Partner with other communities along the Flint River to host a Flint River Festival to celebrate this important ecosystem and community amenity. | 0 – 5 Years | City of East Point; Finding the Flint | Atlanta Regional Commission; American Rivers | Staff Time (Initial organization) | Staff Time, City Funding |
| Gateway Landscaping | Provide landscaping for the Willingham Drive gateways/entryways that establishes an introduction to the corridor. Gateway landscaping should include wayfinding for the corridor that features the branding for the Headwaters district. | 1 – 3 Years | Cities of College Park, East Point and Hapeville | Georgia Department of Transportation | XX | City Funding, State Funding |
| Headwaters Branding and Historical Landmark Initiative | Create the branding for the Headwaters district that includes the Headwaters Nature Preserve, Headwaters Nature Center, Headwaters Trail, and the Flint River Greenspaces. | 1-3 Years (initial branding study) | Cities of College Park, East Point and Hapeville | Aerotropolis Atlanta Alliance, ARC, Georgia Historic Preservation Division | $75,000 (initial branding study) | City Funding, State Funding, ARC |

# WILLINGHAM DRIVE IMPLEMENTATION PLAN

***100-Day Action Plan***

Providing short-term guidance for outlining the implementation plan's next steps towards executing the Implementation Plan, the 100-Day Action Plan identifies initial tasks and responsibilities for each action. Action Plan recommendations are intended to be low- to no-cost tasks that can be pursued immediately.

| Action/Description | Cost | Responsible Party | Funding Source | Partner Organizations |
|---|---|---|---|---|
| Educate elected officials/ public on plan | Staff time | Cities of College Park; East Point; Hapeville | Cities of College Park; East Point; Hapeville | College Park and East Point BIDA, Hapeville Development Authority |
| Initiate the creation of the Willingham Corridor Task Force | Staff time | Cities of College Park; East Point; Hapeville | Cities of College Park; East Point; Hapeville | Aerotropolis Atlanta Alliance, Finding the Flint, Woodward Academy, Members of the Stakeholder Committee |
| Initiate discussions with MARTA on possible bridge and retaining wall art. | Staff Time | Cities of College Park and Hapeville | Cities of College Park; East Point; Hapeville | MARTA, Woodward Academy |
| Initiate coordination with ARC and MARTA on stop improvements | Staff time | Cities of College Park; East Point; Hapeville | Cities of College Park; East Point; Hapeville | MARTA, ARC |
| Identify vacant building for temporary use including community event, art installation, etc. | Staff Time | Cities of College Park; East Point; Hapeville | Cities of College Park; East Point; Hapeville | Aerotropolis Atlanta Alliance, Finding the Flint, Woodward Academy, Members of the Stakeholder Committee |
| Initiate discussions on organization of Streets Alive or Flint River Festival | Staff time | Cities of College Park; East Point; Hapeville | Cities of College Park; East Point; Hapeville | Aerotropolis Atlanta Alliance, Finding the Flint, Woodward Academy, Members of the Stakeholder Committee |
| Confirm with Georgia Department of Community Affairs location and eligibility of State Opportunity Zones | Staff time | Cities of College Park; East Point; Hapeville | Cities of College Park; East Point; Hapeville | Georgia DCA, College Park and East Point BIDA, Hapeville Development Authority |
| Initiate discussion with GDOT Office of Utilities about railroad crossing coordination | Staff time | City of Hapeville | City of Hapeville | GDOT |
| Code Enforcement | Staff time | Cities of College Park; East Point; Hapeville | Cities of College Park; East Point; Hapeville | N/A |
| Continue discussions with the Georgia Environmental Protection Division (EPD) on assessing existing or new Brownfield grants | Staff Time | City of East Point | City of East Point; EPD Grant | Georgia EPD |

# WILLINGHAM

CORRIDOR STUDY

Kimley»Horn

STATE OF GEORGIA
COUNTY OF FULTON
CITY OF HAPEVILLE

RESOLUTION NO. _____

A Resolution by the Mayor and Council of the City of Hapeville to adopt the Willingham Drive Corridor Improvement Study; to provide for an effective date and other lawful purposes.

**WHEREAS** the Aerotropolis Atlanta in conjunction with the City of Hapeville, the City of College Park and the City of East Point, had an improvement study prepared for the Willingham Drive Corridor; and

**WHEREAS** the study included developing a vision for the future area, identifying potential catalytic sites, identifying potential public investment, highlighting the Flint River, and creating an area that connects the Tri-Cities; and

**WHEREAS** the Aerotropolis Atlanta Alliance along with the City of College Park, City of East Point, the City of Hapeville, and the partners at Finding the Flint held public meetings on October 13, 2021, and November 17, 2021; and

**WHEREAS** the Hapeville Planning Commission reviewed the Willingham Corridor Improvement Study on January 17, 2023, and after reviewing the study, the Planning Commission found it appropriate to recommend the Mayor and Council approve the plan; and

**NOW, THEREFORE, BE IT RESOLVED THAT:**
The Mayor and Council of the City of Hapeville, Georgia hereby adopt the 2022 Willingham Drive Corridor Improvement Study. **SO RESOLVED**, this 7th day of February 2023.

**Signed: Attest:**

_____ _____

Alan Hallman, Mayor Sharee Steed, City Clerk

Approved as to Form:

_____

City Attorney

DRAFT

**DEPARTMENT OF PLANNING AND ZONING**
**PLANNER'S REPORT**

DATE: January 11, 2023
TO: Adrienne Senter
FROM: Lynn Patterson
**RE: Willingham Corridor LCI Study**

**BACKGROUND**

Through the Atlanta Regional Commission's (ARC) Livable Center Initiative (LCI), the City worked closely with ARC, Pond & Company, the City of East Point, the City of College Park, Aerotropolis, and Finding the Flint to develop an overall vision and plan for the Willingham Corridor. The final Plan has been distributed for your review. The Plan included the following:

- Developing a vision for the future area.
- Identifying potential catalytic sites.
- Identifying potential public investment.
- Highlighting the Flint River.
- Creating an area that connects the Tri-Cities.

Please provide any comments as we move into the adoption and implementation phase.

# City of Hapeville Official Zoning Map

## February, 21 2023: As Amended from February 1, 2022

- ARTS DISTRICT OVERLAY
- R-AD RESIDENTIAL ARCHITECTURAL DESIGN
- R-SF RESIDENTIAL-SINGLE FAMILY
- R-1 ONE-FAMILY DETACHED
- R-2 TWO-FAMILY RESIDENTIAL
- R-3 SINGLE FAMILY ATTACHED
- R-4 MULTIFAMILY RESIDENTIAL
- R-5 SINGLE FAMILY ATTACHED AND DETACHED
- R-0 ONE-FAMILY DETACHED
- N-C NEIGHBORHOOD COMMERCIAL
- V VILLAGE
- U-V URBAN VILLAGE
- RMU RESIDENTIAL MIXED USE
- C-1 RETAIL COMMERCIAL
- C-2 GENERAL COMMERCIAL
- C-T COMMERCIAL TRANSPORTATION
- B-P BUSINESS PARK
- P-D PLANNED UNIT DEVELOPMENT
- I-1 LIGHT INDUSTRIAL

C - ZONING WITH CONDITION

NOTE: Addresses and parcel boundaries are based on data provided by the Fulton County Tax Assessors Office and are not guaranteed by the City of Hapeville to be accurate.

I, Sharee Steed, City Clerk of the City of Hapeville, Georgia, do hereby certify that this is the City of Hapeville Official Zoning Map, Fulton County, Georgia, adopted by the Mayor and Council of Hapeville on the ___ day of_____,____and includes all subsequent amendments adopted by Mayor and Council as indicated in the Mayor and Council meeting minutes and as further indicated on this Map.

| Date | Amendment |
|---|---|
| | |
| | |
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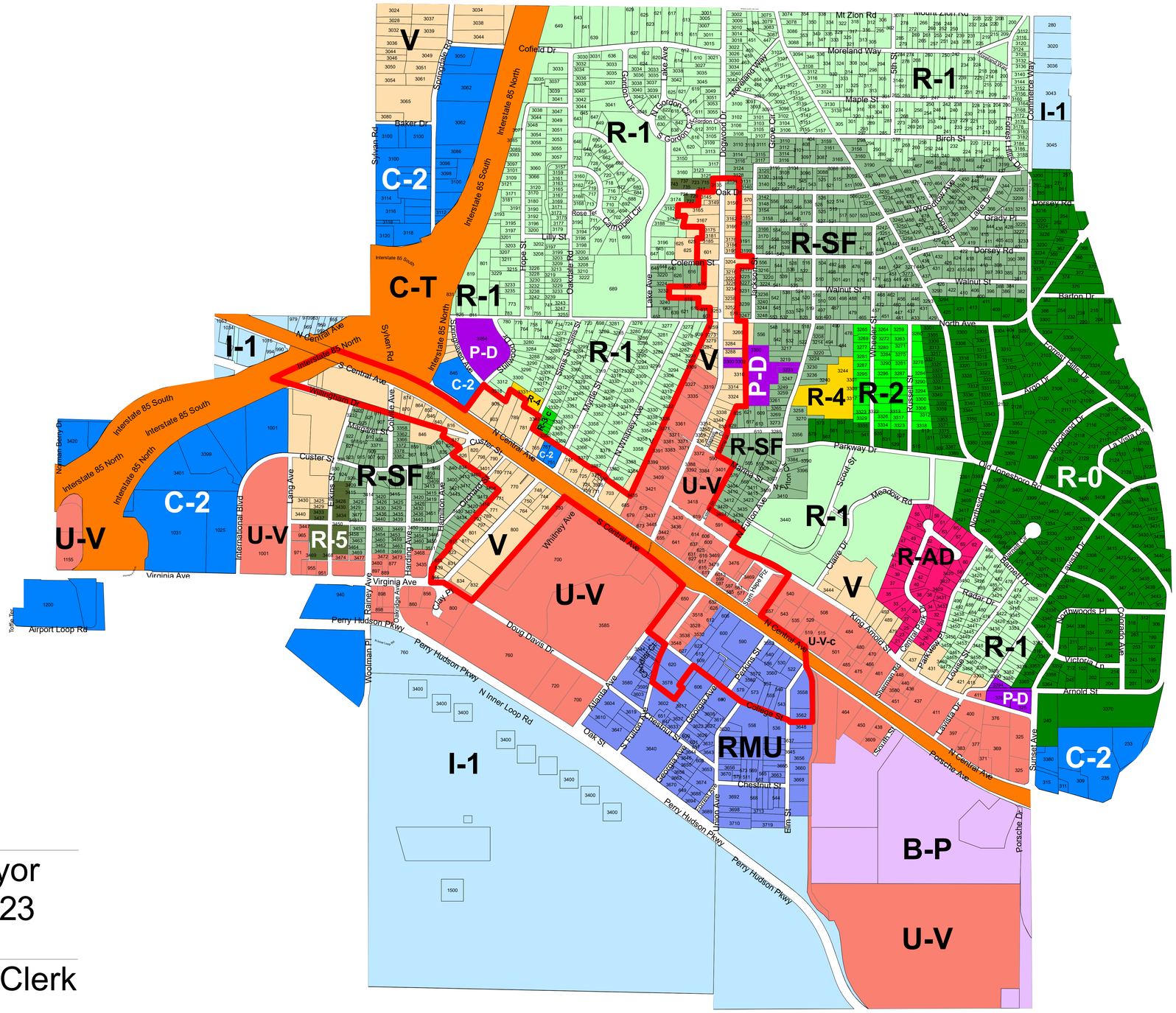
| | |




Alan Hallman, Mayor
February 21, 2023

Sharee Steed, City Clerk

City Attorney

**DEPARTMENT OF PLANNING AND ZONING**
**PLANNER'S REPORT**

DATE: January 11, 2023
TO: Adrienne Senter
FROM: Lynn Patterson
**RE: 2023 Zoning Map Update**

**BACKGROUND**

The Hapeville City Council has approved a number of rezonings in the past year. The City's Zoning Map is updated annually to reflect these changes. The following parcels' zoning designations were changed.

- Parcel Identification Number 14 0096 LL0502 from RMU, Residential Mixed Use to U-V, Urban Village.
- Parcel Identification Numbers 14-0096-0006-014-1, 14-0096-0006-009-1, 14-0066-0001-007-6 from U-V, Urban Village and R-1, One Family Detached to P-D, Planned Unit Development.
- Parcel Identification Numbers 14-0098-0016-010-5, 14-0098-0016-011-3, 14-0098-0016-012-1 from V, Village to U-V, Urban Village

The revised zoning map is attached.