



APPLICATION FOR DEVELOPMENT OF COMMUNITY IMPACT (DCI)

PROJECT:

Name of Project
 Chamblee City Center

Property Address
 3525 Broad Street (multiple parcels), Chamblee, GA 30341

309 11 006 (5546 Peachtree Road)	309 11 078 (3514 Ingersoll Rand Drive)
309 11 076 (5554 Peachtree Road)	309 11 077 (2161 Irvindale Drive)
309 11 005 (5520 Peachtree Road)	309 11 075 (2155 Irvindale Drive)
309 11 070 (3519 Broad Street)	309 11 071 (3525 Broad Street)

Brief Description of Project
 The Chamblee City Center Project includes a 340-unit multifamily community (with structured parking), 30,000 SF of stand alone retail, and a 1 acre Community Park.

PUD - Downtown Chamblee Town Center	Mixed Use
Zoning District	Character Area (Future Development Map)
8 - all owned by the Chamblee DDA	7 total (2 multifamily / 4 retail / 1 parking garage)
7.24	636,184 SF
Total # of Properties Involved	Total Project Acreage
	Total Number of Buildings
	Total area of buildings

OWNER:

Downtown Development Authority of the City of Chamblee (DDA)

Name and Company
 5468 Peachtree Road Chamblee, GA 30341

Mailing Address
 City, State Zip Code

(678) 849-5902 brian.ray@wsp.com

Phone # E-mail

APPLICANT: Check here if Applicant is also the Property Owner
 Greystar Development East, LLC (NOTE: Greystar will be purchasing the properties noted above from the Chamblee DDA and be the developer for this project)

Name and Company
 1545 Peachtree Street NW Atlanta, GA 30309

Mailing Address
 City, State Zip Code

(770) 512-4006 thomas.clausen@greystar.com

Phone # E-mail

TC Clausen 9/3/2025

Applicant Signature Date

I hereby certify that all information provided herein is true and correct.

NOTARY:
 Sworn to and subscribed before me this 3 day of September, 2025

Notary Public:
Austin Pendergast





VANTAGE

REALTY PARTNERS

09/03/2025

Revised 09/29/2025 to replace all mentions of "Irwindale Way" with the correct legal name, Irwindale Drive

Re: Chamblee City Center - Development of Community Impact Letter of Intent

To whom it may concern,

This document serves as a high-level summary of the intended uses and design for the four new retail buildings proposed for construction at the corner of Broad Street and Irwindale Drive as part of the Chamblee City Center development. On the following pages, you can find a project summary as well as responses to the Review and Approval Criteria outlined in Section 280-24 of the UDO.

We are thrilled to be a participant in the design and development of this unique and important project for the City of Chamblee. Please do not hesitate to contact us directly with any questions.

Sincerely,

Vantage Realty Partners:

Chris Carter
Founder + Partner
404-966-0649
chris@vantageatl.com

Gene Rice
Founder + Partner
678-697-4993
gene@vantageatl.com

Lineweight Studio:

Eric Bethany, RA NCARB
Founder + Principal Architect
843-330-3890
ebethany@lineweightstudio.com

Project Summary

As a member of the Chamblee City Center project team, Lineweight Studio is tasked with the design of four freestanding retail buildings. Three of the buildings (100, 200, and 300) are to be constructed at the corner of Broad Street and Irvindale Drive at the northwest corner of the property. The fourth retail building (400) will be located along Peachtree Road in the southwest corner of the property. Buildings 100, 200, and 300 are envisioned for use as restaurant, retail store, brewpub, boutique fitness, and/or professional office tenants, and are intended to activate the large open space at the center of the property, which we call the Town Green. These three retail buildings are positioned along Broad and Irvindale Drive around the perimeter of the Town Green, creating an outer layer of outdoor patios, rooftop terraces, and active uses that overlook the Town Green. Building 400 is intended to activate the south entrance to the property and the shady grove area to the west of the multifamily building.

Building 100 is located near the northwest corner of the property along Broad Street. Roughly half of the building is two stories, with the other half being a single story with a roof terrace above. In keeping with the PUD standards, the building was designed in accordance with the Mixed-Use building type (PUD Chapter 2 Section 4E), with forms and materials in line with the Mercantile style. Preliminary expectations for tenant suite arrangement are 1-3 tenant spaces on the ground floor and a single tenant space on the second floor. Ground floor tenants will each have a primary entry facing Broad Street and rear patio space overlooking the central greenspace. Possible tenant types being considered for Building 100 include restaurant, brewpub, retail store, and boutique fitness. Restaurant and/or brewpub tenants are expected to have outdoor dining.

Building 200 is located near the northwest of the property along Irvindale Drive. Similarly to Building 100, roughly half of the building is two stories, with the other half being a single story with a roof terrace above. In keeping with the PUD standards, the building was designed in accordance with the Mixed-Use building type (PUD Chapter 2 Section 4E), with forms and materials in line with the Mercantile style. Preliminary expectations for tenant suite arrangement are 2-4 tenant spaces on the ground floor and a single tenant space on the second floor. Ground floor tenants will each have a primary entry facing Irvindale Drive and rear patio space overlooking the central greenspace. Possible tenant types being considered for Building 200 include restaurant, retail store, boutique fitness, and professional office. Restaurant and/or brewpub tenants are expected to have outdoor dining.

Building 300 is located behind Building 200 along the “woonerf” multi-modal access aisle. With a much smaller footprint than the other two buildings, Building 300 is a single story with a partial second story and roof terrace. The building could accommodate a single tenant occupant or two (one downstairs and another upstairs). Building 300 is being considered for use by a restaurant user. The primary entry to Building 300 is located along the woonerf, with additional access provided from the patio level behind Building 200. The intent for this building is to facilitate active uses and engagement with the central greenspace. The ground-level patio and roof deck will be prime observation points for activities in the greenspace, and the building itself is intended to be a compelling backdrop for vibrant activity in the center of the property. To create compatibility with Building 100, Building 200, and the nearby multi-family buildings, the design for Building 300 is intended to align with the Mixed-Use building types, with forms and materials in line with the Mercantile style. As noted below, the building’s distinctive roof form is an intentional departure from the standards.

Building 400 is located in the southwest corner of the property with frontage along Peachtree Road and the Rail Trail. It is a single story structure intended for occupation by a single food and beverage tenant. In keeping with the PUD standards, the building was designed in accordance with the Shopfront building type (PUD

Chapter 2 Section 4D), with forms and materials in line with the Mercantile style. The building is clad in clay brick masonry and features a terra cotta clay tile awning, reminiscent of turn-of-the century commercial buildings native to many intown Atlanta neighborhoods. The roof continues out over an outdoor patio space to create a covered outdoor dining area that faces the entrance to the property from the Rail Trail and the multifamily building. Together, Building 400 and the multifamily building frame a welcoming and lively entrance to the property from Peachtree Road.

DCI Review and Approval Criteria Responses

Design shall be in harmony with the general character of the neighborhood and surrounding area, considering factors such as mass, placement, height, changing land use patterns, and consistency of exterior architectural treatment, especially in areas of historic and special design interest.

The proposed designs for the four retail buildings were crafted to align closely with the Downtown Chamblee Town Center PUD Pattern Book. The massing, architectural forms, materiality, and details are all curated to feel both familiar and fresh. The designs are informed by our extensive research into and experience with regional architectural forms, materials, and details, as well as our exploration of Chamblee's history. The buildings are designed in the Mercantile style and feature similar masonry details like sloped brick rowlocks at window sills, soldier courses at window heads, and corbelling at roof parapets that you can find on historic buildings all over the region, or as close as a few blocks away on Peachtree Road. We elected to design the street-facing storefronts with paneling, trim, and large windows rather than aluminum storefront as a way to introduce classic charm and tactile details that enliven the streetscape and recall historic commercial buildings common to Atlanta. At the same time, elements like generous roof terraces, glass overhead roll-up doors, and exposed steel framing introduce a contemporary character and support the functionality that is expected in new construction retail and restaurant buildings. While each building has a distinct identity, shared materials and details tie together the four retail buildings, the adjacent multifamily buildings, and the landscape design into one cohesive composition that will forge a unique and enduring sense of place for the City Center development.

Design components shall be planned such that they are physically and aesthetically related and coordinated with other elements of the project and surrounding environment to ensure visual continuity of design.

Visual continuity is essential to the success of any placemaking project, while variety is critical to establishing a distinct identity for each building, supporting a diverse range of potential tenants, and avoiding a boring design. The challenge is to balance the continuity with the variety. Our strategy for achieving this balance is as follows:

1. Employ a curated, limited material palette. Repeat some of the materials in each building.
 - a. Clay brick masonry cladding, standing seam metal roofing, and exposed steel framing appear to varying degrees in each building, which establishes a common material language
2. Share architectural forms and details between the buildings
 - a. Masonry details like rowlock sills, soldier course headers, projecting parapet corbels, etc. appear in each of the four buildings. Structural steel elements are also expressed in each building in canopies, exposed roof and canopy structures, and other elements.
3. Draw from regional and historic precedents to anchor the designs in history and geography
 - a. The materials and details referenced above were all inspired by historic buildings in Chamblee and throughout the region

The strategies above extend beyond the retail buildings to the design of the multifamily buildings and the landscape architecture to create site-wide continuity.

Design shall protect scenic views, particularly those of open space, and utilize natural features of the site.

Preserving and emphasizing existing viewsheds was central to the arrangement of the retail buildings on the site. Four view corridors in particular were prioritized:

1. The view from City Hall into the new Town Green
 - a. Visitors standing on the terraced lawn in front of City Hall will have a clear line of sight to the stage in the Town Green - the focal point of the large, central open space on the property.
2. The corresponding view back at City Hall from the stage area in the Town Green
 - a. Similar to above, visitors standing in the Town Green will have a view up the slight incline to City Hall
3. The view from the intersection of Broad Street and Irvindale Drive towards the Town Green, as viewed when approaching the site from the north on Broad Street
 - a. Visitors approaching the site from the north on Broad Street will have a view to the stage of the Town Green through the plaza between Building 100 and Building 200. This view will be a great first impression of the property: the cinematic layers of the active upper plaza and retail buildings in the foreground, the Town Green in the middle distance, and the Camp area in the background will be compelling.
4. The view of the Town Green, with the retail buildings in the background, from the Camp area
 - a. The existing topography creates a great overlook from this vantage point, from which visitors can look out over the activity in the Town Green and on the retail patios in the distance.

Design shall protect adjacent properties from negative visual and functional impacts.

The arrangement of the building on the property creates a perimeter of “building” around the central open space - the Town Green. While the four retail buildings are designed with active, streetscape-engaging front facades, they are also intended to engage with the central green space. Restaurant patios line three sides of the Town Green, rather than the sidewalk, which will both minimize noise and light pollution outward from the site and maximize vitality in the Town Green.

Design shall respect the historical character of the immediate area as integral parts of community life in the city and shall protect and preserve structures and spaces which provide a significant link within these areas.

At Lineweight Studio, rigorous study of surrounding context is central to our approach to architectural design and placemaking. For the design of the retail buildings, we relied on our extensive experience with regional Mercantile-style forms, materials, and details to create designs that feel both familiar and fresh. Observant visitors will notice masonry details that are similar to those on nearby buildings on Peachtree Road, or classic shopfront proportions and designs that you might find on a historic commercial building in Inman Park or Virginia Highland. This is not an attempt to create a Colonial Williamsburg-esque recreation of a turn-of-the-century railroad commercial strip; rather, our intent is to thoughtfully combine familiar forms and materials with subtle contemporary details to create a design that can both respectfully reference the past and support future growth and activity.

All exterior forms, attached to buildings or not, shall be in conformity with, and secondary to, the building.

The proposed designs do not include any exterior forms which are not complimentary to the underlying architectural design. One possible exception is the roof canopy of Building 300, which is intended to be intentionally eye-catching. Building 300, positioned on the interior of the site at the edge of the Town Green, is both an activator for the Town Green and a backdrop for the action. The large roof canopy enables the building

to be more open-air than it is enclosed, enabling the patios and roof terrace to engage visually and acoustically with the activity in the Town Green, and vice versa.

The proposed development is suitable in view of the use and development of adjacent and nearby property.

The proposed design and vision for the City Center development closely aligns with the goals outlined for the area in the 2024 update to the City of Chamblee Comprehensive Development Plan:

“Downtown Chamblee will be a vibrant and recognizable center that ties the greater Chamblee community together, and attracts visitors from around the Atlanta region. Anchored by the Chamblee MARTA Station and a revitalized Town Center at Peachtree Road and Broad Street, this area will support transit-oriented lifestyles with associated housing, services, civic functions, and employment. The area will contain a compatible blend of historic and modern buildings within a safe and walkable environment.” - page 113, 2024 Comprehensive Plan Update

As outlined in greater detail in the responses above and below, the proposed design is intended to compliment and support adjacent and nearby properties.

The proposed development does not adversely affect the existing use or usability of adjacent or nearby property.

The City Center development, with the new Town Green at the heart of the property, is intended to extend and support the spirit of City Hall, which sits directly across Broad Street to the west of the property. The retail buildings will bring new all-day restaurant and retail amenities to the area, while the multifamily buildings will position hundreds of new residents within walking distance of existing small businesses.

The proposed development does not result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

The proposed retail buildings are not expected to burden existing streets, transportation facilities, utilities, or schools. Dedicated parking for the retail tenants, including ADA-compliant spaces, will be provided on-street and within the lower levels new structured parking within the multifamily building. Tenants will be curated with balanced operating hours from early morning to late evening, which spreads out parking demand across the day rather than peak demand during limited periods of heightened activity. Rail Trail connectivity and proximity to the nearby Chamblee MARTA station are expected to relieve pressure on surrounding roads. The buildings are not expected to require utility services beyond what is typical for neighborhood-scale retail buildings.

The proposed development is in conformance with the applicable zoning district.

The four retail buildings are intended to be occupied by a variety of tenants including restaurant (ranging from casual to fine-dining, but no fast food or drive-through), brewpub, retail store, fitness (boutique yoga, pilates, etc.), and professional office. As outlined in the Permitted Use Table in Chapter 2 of the PUD Pattern Book, each of these uses is permitted either by right or as a Supplemental Use per Section 240-13 of the UDO.

The proposed development is in conformance with the provisions of the future development plan articulated in the City's Comprehensive Plan.

The 2024 update to Chamblee’s Comprehensive Plan identifies the project site as within the Downtown Chamblee Character Area, envisioned as a *“Vibrant center with transit-oriented development and associated high-density housing, services, civic functions, and employment opportunities”*. The proposed development is specifically designed to be the enduring destination for vibrant civic life in Chamblee. Shops and restaurants will serve and employ local residents and will attract visitors from across the region. The Town Green, framed

by the retail buildings and the new multifamily housing buildings, will extend the City Hall lawn to offer a premier venue for civic life in Chamblee. The nearby MARTA station and Rail Trail connectivity will provide multi-modal access to the property, facilitating the pedestrian and cyclist-centric future that is central to the vision outlined in the Comp Plan.

#	Location	UDO/PUD Section	Summary & Justification
1	All Retail Buildings	PUD Chapter 2 Section 7B (3)	<p>Variance for glazing visible light transmission and external reflectance.</p> <p>The design team anticipates that it is not feasible to simultaneously satisfy the competing requirements of fenestration percentage (PUD Chapter 1 Section 7), sustainability certification (UDO 230-9), and minimum visible light transmission and external reflectance, which calls for clearer-than-average exterior glazing, while also satisfying baseline energy code minimum requirements.</p> <p>The requirement for glass to have a VLT above 70% conflicts with energy code compliance due to increased solar heat gain coefficient (SHGC). The International Energy Conservation Code (IECC), Section C402.4 (Fenestration), does not directly mandate a specific VLT for glazing but sets prescriptive requirements for the Solar Heat Gain Coefficient (SHGC) in Table C402.4. SHGC measures the amount of solar heat transmitted through glass, and a higher VLT typically increases SHGC, impacting energy efficiency. For Chamblee, GA (Climate Zone 3A), the 2021 IECC specifies a maximum SHGC of 0.25 for fenestration on south-, east-, and west-facing facades without overhangs, or up to 0.40 for facades with qualifying overhangs.</p> <p>While exact window and glazing specifications have not yet been identified at this early stage in the design process, the design team understands the PUD's intent to provide the clearest possible glazing. The design team commits to installing window products with a visible light transmission percentage of between 35% and 54%. This range is based on SHGC and VLT data provided by two industry-leading glass manufacturers for glazing products that meet both the IECC SHGC requirements outlined above AND the external reflectance % requirements outlined in PUD Chapter 2 Section 7B (3).</p>

2	Building 100 Building 200 Building 400	PUD Chapter 4 Materials Section Section G	<p>Variance to allow fiberglass-clad wood windows in lieu of true wood windows or field-painted windows as required by the pattern book.</p> <p>In order to mitigate upfront costs and long-term costs related to repainting and replacement, the design team proposes using either pre-finished aluminum-clad wood windows or fiberglass-clad wood windows in lieu of true wood windows or field-painted windows. Pre-finished aluminum-clad wood windows match the profiles of true wood windows while providing greater durability and color-fastness, and reduced long-term maintenance costs. Fiberglass-clad wood windows provide comparable profiles to wood windows, are more cost-effective than the more expensive aluminum-clad products, and can be field-painted.</p>
3	Building 300	PUD Chapter 4 Materials Section Section G	<p>Variance to allow factory-finished metal windows in lieu of true wood windows or field-painted windows as required by the pattern book.</p> <p>In order to mitigate upfront costs and long-term costs related to repainting and replacement, the design team proposes using factory-finished aluminum storefront windows in lieu of true wood windows or field-painted windows. The design intent for Building 300 is to emulate the utilitarian buildings that are common to Chamblee as referenced on page 21 of the PUD. Factory-finished aluminum storefront windows - the same window system depicted in the bottom-right image on page 21 of the PUD - are compatible with this design language.</p>
4	Building 100 Building 200	PUD Chapter 4 Materials Section Section C	<p>Variance to allow awnings made out of steel or metal in lieu of water-resistant canvas as required by the pattern book</p> <p>As depicted in the provided elevation and perspective drawings, steel awnings will compliment the architectural design, offer a thematic material accent that ties together the architecture site wide,</p>

			and will hold up better over time than canvas.
5	Building 100 Building 200 Building 300	UDO 230-27 (a)(11)	<p>Waiver for heat-reflective roofing requirement for metal roofs above open-air roof terraces.</p> <p>The proposed alternative roofing material is intended for use above open-air roof terraces only. Pre-finished (aka factory painted) metal roofing is identified as an acceptable roofing material in the PUD Pattern Book, Chapter 4, Materials Section C. Per the PUD Pattern Book, Chapter 1, Section 2B (1), where a conflict exists between the PUD standards and the UDO, the PUD standards shall prevail.</p> <p>Roofing above the enclosed and conditioned second-story spaces at Buildings 100, 200, 300, and 400 will be a compliant, high-albedo, heat-reflective TPO membrane roofing product.</p>
6	Building 100 Building 200 Building 300 Building 400	PUD Chapter 2 Section 4D Section 7B	<p>Variance to allow less than 70% fenestration at street- and park-facing facades for Shopfront building types.</p> <p><u>Building 100</u> West/Broad Street facade fenestration % provided: Ground floor: 63%</p> <p>East/Town Green facade fenestration % provided: Ground floor: 63%</p> <p>South/Town Green facade fenestration % provided: Ground floor: 36%</p> <p><u>Building 200</u> North/Irvindale Drive facade fenestration % provided: Ground floor: 57%</p> <p>South/Town Green facade fenestration % provided: Ground floor: 49%</p> <p><u>Building 300</u> South/Town Green facade fenestration % provided:</p>

			<p>Ground floor: 42%</p> <p>West/Town Green facade fenestration % provided: Ground floor: 25%</p> <p><u>Building 400</u> South/Peachtree Road facade fenestration % provided: Ground floor: 29%</p> <p>North/Green Space facade fenestration % provided: Ground floor: 31%</p> <p>The north and south facades of Building 400 provide 31% and 29% fenestration respectively. The kitchen is anticipated to be located directly behind this wall, making windows incompatible with the interior layout. The design team intends to install decorative tenant signage or a mural on this blank wall.</p> <p>The requirement to provide 70% fenestration at ground-floor walls and 20%-40% at upper-floor walls conflicts with fenestration limits outlined in the International Energy Conservation Code (IECC). Section C402.4.1 (Maximum Area) establishes a limit of 30% of the gross above-grade wall area for vertical fenestration area. The proposed reduced fenestration % will contribute to the design team’s ability to satisfy the UDO sustainability certification requirements while still preserving the design intent and spirit of the PUD.</p>
7	Building 100 Building 200	PUD Chapter 2 Section 4E Section 7B	<p>Variance to allow less than 70% fenestration at street- and park-facing facades for Mixed-Use building types.</p> <p><u>Building 100</u> West/Broad Street facade fenestration % provided: Ground floor: 53% Upper floor: 47% (see variance request #10 below)</p> <p>East/Town Green facade fenestration % provided: Ground floor: 57% Upper floor: 37% (compliant)</p>

			<p><u>Building 200</u> North/Irwindale Drive facade fenestration % provided: Ground floor: 53% Upper floor: 31% (compliant)</p> <p>South/Town Green facade fenestration % provided: Ground floor: 53% Upper floor: 31% (compliant)</p> <p>The requirement to provide 70% fenestration at ground-floor walls and 20%-40% at upper-floor walls conflicts with fenestration limits outlined in the International Energy Conservation Code (IECC). Section C402.4.1 (Maximum Area) establishes a limit of 30% of the gross above-grade wall area for vertical fenestration area. The proposed reduced fenestration % will contribute to the design team’s ability to satisfy the UDO sustainability certification requirements while still preserving the design intent and spirit of the PUD.</p>
8	Building 400	PUD Chapter 2 Section 4D Section 7B	<p>Variance to allow more than 20’-0” blank wall area for Shopfront building types.</p> <p>Refer to the architectural elevations on A200 sheets and fenestration diagrams on G002 sheets.</p> <p>The south facade of Building 400 that faces Peachtree Road and the Rail Trail includes a portion of blank wall that is 28’-8” wide. The kitchen is anticipated to be located directly behind this wall, making windows incompatible with the interior layout. The design team intends to install decorative tenant signage or a mural on this blank wall.</p>
9	Building 200	PUD Chapter 2 Section 4E Section 7B	<p>Variance to allow more than 20’-0” blank wall area for Mixed-Use building types.</p> <p>Refer to the architectural elevations on A200 sheets and fenestration diagrams on G002 sheets.</p>

			<p>The north facade of Building 200 that faces Irvindale Drive includes a portion of blank wall that is 20'-11 wide. This portion of blank wall is located on the second level, directly above the opening into the open-air paseo.</p>
10	Building 100	PUD Chapter 2 Section 4E Section 7B	<p>Variance to allow more than 40% fenestration at the upper level of the West/Broad Street facade for Mixed-Use building type.</p> <p><u>Building 100</u> West/Broad Street facade fenestration % provided: Ground floor: 53% (see variance request #7 above) Upper floor: 47%</p>
11	Building 100	PUD Chapter 2 Section 4D	<p>Variance to allow less than 18'-0" floor-to-ceiling height for Shopfront building types.</p> <p>Floor-to-ceiling height required: 18'-0" Floor-to-ceiling height proposed (Shopfront volume): 16'-6"</p> <p>The design team requests the ability to reduce the required floor-to-ceiling ground floor height requirement for Shopfront building types in order to provide a flush, accessible floor level on the second floor where users of the two-story Mixed Use building can walk out onto the rooftop terrace above the single-story Shopfront building.</p> <p>The project team aims to provide a consistent second floor level so that an accessible route from the interior spaces on the second floor out onto the rooftop terrace is achievable. Managing the height above grade of the rooftop terrace level is an important design consideration: too high, and users will feel less inclined to take the stairs up to the rooftop from the alleyway.</p> <p>In summary, the proposed reduction of the ceiling height in the Shopfront ground floor ceiling height will help mitigate the disproportionate ceiling condition between the Mixed Use and Shopfront</p>

			sides of the building and will increase connectivity between the rooftop terrace and the active uses on the ground floor below.
12	Building 100	PUD Chapter 2 Section 4E	<p>Variance to allow less than 18'-0" floor-to-ceiling height for Mixed-Use building types.</p> <p>Floor-to-ceiling height required: 18'-0"</p> <p>Floor-to-ceiling height proposed (Mixed-Use volume): 17'-4"</p> <p>The design team requests a modest reduction to the required floor-to-ceiling ground floor height requirement for Mixed-Use building types in order to provide a flush, accessible floor level on the second floor where users of the two-story Mixed Use building can walk out onto the rooftop terrace above the single-story Shopfront building.</p> <p>The project team aims to provide a consistent second floor level so that an accessible route from the interior spaces on the second floor out onto the rooftop terrace is achievable. Managing the height above grade of the rooftop terrace level is an important design consideration: too high, and users will feel less inclined to take the stairs up to the rooftop from the alleyway.</p> <p>In summary, the proposed reduction of the ceiling height in the Shopfront ground floor ceiling height will help mitigate the disproportionate ceiling condition between the Mixed Use and Shopfront sides of the building and will increase connectivity between the rooftop terrace and the active uses on the ground floor below.</p>
13	Building 100	UDO 230-29 (b)(1)	<p>Waiver for requirement that all buildings that front storefront streets shall have a minimum floor-to-ceiling height of 18 feet.</p> <p>See justifications for items #11 and #12 above.</p>
14	Building 200	PUD Chapter 2 Section 4D	Variance to allow less than 18'-0" floor-to-ceiling height for Shopfront building types due to existing topography.

			<p>Floor-to-ceiling height required: 18'-0"</p> <p>Floor-to-ceiling height proposed (Shopfront volume): 12'-6"</p> <p>The design team requests the ability to reduce the required floor-to-ceiling ground floor height requirement for Shopfront building types in order to manage existing topographical conditions and provide a flush, accessible floor level on the second floor where users of the two-story Mixed Use building can walk out onto the rooftop terrace above the single-story Shopfront building.</p> <p>The substantial topographic change along Irvindale Drive, from the high point at the intersection with Broad Street to the low point at the intersection with Ingersoll Rand Drive, creates a challenging condition for the design of any building that faces the street. In order to provide at-grade accessible tenant entrances from the sidewalk along Irvindale Drive, the ground-level floors of Building 200 step down to follow the changing grade outside. Further, it is the project team's intent to provide a consistent second floor level so that an accessible route from the interior spaces on the second floor out onto the rooftop terrace is achievable. Setting the Shopfront ceiling height at 18'-0" would place the rooftop terrace level at approximately 21'-0" above grade, rather than 15'-8" as currently proposed. Managing the height above grade of the rooftop terrace level is an important design consideration: too high, and users will feel less inclined to take the stairs up to the rooftop from the alleyway.</p> <p>In summary, the proposed reduction of the ceiling height in the Shopfront ground floor ceiling height will help mitigate the disproportionate ceiling condition between the Mixed Use and Shopfront sides of the building and will increase connectivity between the rooftop terrace and the active uses on the ground floor below.</p>
15	Building 200	PUD Chapter 2 Section 4E	Variance to allow less than 18'-0" floor-to-ceiling height for Mixed-Use building types due to existing topography.

			<p>Floor-to-ceiling height required: 18'-0"</p> <p>Floor-to-ceiling height proposed (Mixed Use volume): 17'-5 1/2"</p> <p>The design team requests a modest reduction to the required floor-to-ceiling ground floor height requirement for Mixed-Use building types in order to manage existing topographical conditions and provide a flush, accessible floor level on the second floor where users of the two-story Mixed Use building can walk out onto the rooftop terrace above the single-story Shopfront building.</p> <p>The substantial topographic change along Irvindale Drive, from the high point at the intersection with Broad Street to the low point at the intersection with Ingersoll Rand Drive, creates a challenging condition for the design of any building that faces the street. In order to provide at-grade accessible tenant entrances from the sidewalk along Irvindale Drive, the ground-level floors of Building 200 step down to follow the changing grade outside. Further, it is the project team's intent to provide a consistent second floor level so that an accessible route from the interior spaces on the second floor out onto the rooftop terrace is achievable. Taken together, these two conditions create a disproportionately high ceiling height in the Mixed-Use half of the building as compared to the ceiling height in the Shopfront half of the building.</p> <p>In summary, a modest reduction of the ceiling height in the Mixed-Use ground floor ceiling height will help mitigate the disproportionate ceiling condition between the Mixed Use and Shopfront sides of the building.</p>
16	Building 200	UDO 230-29 (b)(1)	<p>Waiver for requirement that all buildings that front storefront streets shall have a minimum floor-to-ceiling height of 18 feet.</p> <p>See justifications for items #14 and #15 above.</p>
17	Building 300	PUD Chapter 2	Variance to allow less than 18'-0" floor-to-ceiling

		Section 4D	<p>height for Shopfront building types. Building has no frontage on public right of way.</p> <p>Floor-to-ceiling height required: 18'-0" Floor-to-ceiling height proposed: 12'-6"</p> <p>A nominal reduction in the ground floor floor-to-ceiling height helps to manage the scale and massing of the building. Building 300 has no street frontage - it is located on the interior of the site at the edge of the Town Green and is intended to function as an “activator”, with a ground floor restaurant with an outdoor dining patio and a rooftop bar. Dropping the ground floor ceiling height brings the rooftop bar level down closer to the action in the Town Green, enhancing the sense of engagement between the two spaces.</p>
18	Building 300	UDO 230-29 (b)(1)	<p>Waiver for requirement that all buildings that front storefront streets shall have a minimum floor-to-ceiling height of 18 feet.</p> <p>See justifications for item #17 above.</p>
19	Building 200	PUD Chapter 4 Materials Section Table 1	<p>Variance to allow painted brick for the Shopfront portion of the street-facing and park-facing elevations.</p> <p>To break up the massing, materiality, and architectural articulation of the street-facing facade of Building 200, the design team proposes painted brick as a primary material at the Shopfront portion of the street-facing elevation.</p>
20	Building 300	PUD Chapter 4 Mercantile Roofing	<p>Variance from massing/composition and roofing standards for Mercantile-style buildings</p>

			<p>As depicted in the provided exterior elevation and perspective drawings, the proposed roof form of Building 300 does not conform to the roof form standards for Mercantile-style buildings as outlined in Chapter 4 of the PUD Pattern Book. Instead of a flat roof with a raised parapet, the proposed roof form features exposed steel trusses supporting an asymmetrical gabled roof canopy that extends dramatically in one direction to cover the rooftop terrace and a portion the ground floor dining patio and in the opposite direction to cover the sidewalk along the woonerf. The proposed roof form, while not directly in conformance with any of the specified architectural styles, draws inspiration from two of the three words at the core of the pattern book: Authentic and Utilitarian. The exposed steel trusses recall the roofs and canopies that can be found in historic mill buildings and factories across the region, a reference to Chamblee’s “gritty nature of manufacturing and railroad economies.” (Pattern Book p.21).</p>
21	Building 200	PUD Chapter 4 Materials Section Table 1	<p>Variance to allow painted smooth-faced fiber cement paneling and trim at the ground-floor level of the street-facing and park-facing elevations of the Mixed Use portion of Building 200.</p> <p>To achieve the classic retail storefront aesthetic inspired by historic buildings throughout the region, the design team proposes painted smooth-faced fiber cement paneling and trim as a primary material on the ground-floor level of the street-facing and park-facing elevations of the Mixed Use portion of Building 200. The design intent is aligned with the examples depicted in the images on pages 44 and 45 of the PUD.</p>
22	Building 100	PUD Chapter 2 Section 6B (1)	<p>Variance from Massing Standards to allow no change in facade material from grade to roof for the Mixed Use portion of Building 100.</p>

			<p>The design team proposes brick masonry as the exterior facade material from grade to roof for the two-story Mixed Use portion of Building 100.</p> <p>To comply with the PUD massing standards for the street-facing elevation of Building 100, the design team split the elevation into two distinct volumes: a two-story volume and a single-story volume. On the ground floor, both volumes feature retail storefronts with large windows and paneling designed as a reference to historic commercial buildings found in the historic neighborhoods of Atlanta. At the prominent corner of the two-story volume nearest to the intersection of Broad Street and Irvindale Drive, the ground floor tenant entry is pulled back, allowing the second floor to cantilever overhead. This design moment is emphasized by exposed structural steel elements that are unique to this area of the facade. The ground floor windows of the single-story volume only are shaded by standing seam metal awnings with painted steel brackets. On the upper floor of the two-story volume, the window system changes to replica warehouse-style windows. The single story volume will be clad in a dark brown or green brick, while the two-story volume will be clad in a red-brown brick. A consistent pattern of fenestration was applied across the entire elevation to create a sense of harmony across the entire facade composition.</p> <p>To clarify, the window systems proposed for the ground floor and upper floor are different: on the ground floor, fiberglass-clad wood windows are proposed (see item #2 above). On the upper floor, replica warehouse-style windows are proposed.</p>
--	--	--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



1280 Hightower Trail
Atlanta, GA 30350
770-864-1035
dwelldesignstudio.com

September 4, 2025

Chamblee City Center - DCI BOOKLET

Table of Contents

Narrative Description

Location map

Analysis of existing site conditions (Survey)

Development Plans

- a. **Master plan**
 - a. **Site Plan**
 - b. **Fire Access Plan**
 - c. **Grading Plan**
 - d. **Utility Plan**
- b. **Landscape plan**
- c. **Architectural design**
 - a. **Retail buildings**
 - b. **Multi-Family buildings**

Letter of Intent

Lineweight Studios (Retail buildings)

Variances and Waivers (Retail buildings)

Dwell Design Studio (Multi-Family buildings)

Variances and Waivers (Multi-Family buildings)

Variances and Waivers (Civil)

Variances and Waivers (Landscape)

Rendering



Narrative Description:

Located in the City of Chamblee, GA, the project includes the design and development of approximately 340 market rate apartments of type iiiia and va, wood framed construction wrapping a mechanically ventilated precast concrete parking structure with approximately 599 parking spaces. Wood framed buildings consist of a stand-alone 4-story building of type va construction (building 3000) and a larger 5-6 story building of type iiiia construction that incorporates (2) two firewalls dividing the structure into buildings 1000 & 2000.

Apartment unit designs include studio, 1-bedroom & 2- bedroom dwelling units with approximately 20,000 sf of leasing, amenity, and back of house areas that will be provided in the podium structure.

The retail buildings, which are envisioned for occupation by restaurant, retail store, brewpub, boutique fitness, and/or professional office tenants, are intended to activate the large open space at the center of the property, which we call the Town Green. There will be four (4) retail buildings in total. Three (3) retail buildings are positioned along Broad and Irvindale Way around the perimeter of the Town Green, creating an outer layer of outdoor patios, rooftop terraces, and active uses that overlook the Town Green. The fourth retail building (Building 400) is located in the southwest corner of the property with frontage along Peachtree Road and the Rail Trail. Building 400 is intended to activate the south entrance to the property and the shady grove area to the west of the multifamily building.

The project is pursuing NAHB NGBS green rating system Silver certification.

SITE LOCATION



dwell design studio

1280 Hightower Trail
Atlanta, GA 30350
770-864-1035
dwelldesignstudio.com

09.29.2025

Re: Chamblee City Center – DCI Letter of Intent

To Whom It May Concern,

We are excited to provide you with the following Letter of Intent that provides a justification of how the proposed two multifamily buildings at the Chamblee City Center development complies with the Review and Approval Criteria outlined in Section 280-24 of City of Chamblee's UDO.

As a summary of the multifamily portion of the proposed Chamblee City Center development, our proposal includes the design of two multifamily buildings. Residential Building 1 is at the corner of Peachtree Rd and Ingersoll Rand Drive, and is 5 to 6 stories tall based on grades with 286 units wrapping a concealed precast parking garage with 599 parking spaces. The building lobby and amenities are primarily located surrounding the Town Green and serve to activate that space and provide a strong connection between the standalone retail and multifamily buildings. The parking garage has three access points, two of which are off of Ingersoll Rand Drive and the other accessed off of the internal Woonerf and associated turnaround. The parking garage will serve the three retail buildings as well as the two multifamily buildings that make up the Chamblee City Center development. Walk-up residential units are being proposed off of Peachtree Road. A connection to the Rail Trail along Ingersoll Rand has been provided between the 2 buildings that connects to the Town Green in the center of the development.

Residential Building 2 is located at the corner of Irvindale Drive and Ingersoll Rand Drive, and is 4 stories tall with 54 units. The L shaped building has a pool courtyard at grade that will be shared by the 2 residential buildings. There will also be a ground level outdoor connection between the 2 buildings to provide shared amenity access as well as access to the residential spaces within the parking garage. Walk-up residential units are being proposed off of both Irvindale Drive and Ingersoll Rand Drive.

Please contact us if you require any further information.

Sincerely,

Josh Sacks, AIA, LEED AP
Principal
Dwell Design Studio, LLC
352.238.4973
jsacks@dwelldesignstudio.com



DCI Review and Approval Criteria Responses:

a. Design shall be in harmony with the general character of the neighborhood and surrounding area, considering factors such as mass, placement, height, changing land use patterns, and consistency of exterior architectural treatment, especially in areas of historic and special design interest.

The proposed Chamblee City Center project carefully considers the character of the surrounding neighborhood in its massing and design. Building volumes have been articulated to break down perceived bulk and emphasize design elements such as façade rhythm and proportions. This approach ensures the building fits in with neighboring properties and remains contextually appropriate. In following a base, shaft, and cornice composition, the project maintains a traditional organization, while incorporating balanced ornamentation.

Setbacks and orientation have been thoughtfully considered to maintain the established street wall and spatial relationships to the streetscapes around the site. Building placement closely follows prevailing patterns along the block, preserving sightlines and enhancing the pedestrian experience while contributing to a cohesive streetscape experience along Peachtree Rd, Ingersoll Rand Dr., and Irvindale Drive.

Architectural details, materials, and color palettes have been selected to complement existing structures in the neighborhood, drawing upon the area's industrial and mercantile past for design inspiration. Traditional elements such as window proportions, brick detailing with rowlocks and soldier courses, pronounced cornices, and façade articulation and variation are interpreted through a contemporary lens where appropriate, balancing innovation with historical character. Street level architecture is enhanced with large storefront windows and canopies to provide scale for the pedestrian experience. This contributes to an interaction between the ground floor architecture and the surrounding streetscape and park environment.

b. Design components shall be planned such that they are physically and aesthetically related and coordinated with other elements of the project and surrounding environment to ensure visual continuity of design.

All architectural components such as contextually appropriate materials, colors, massing, and fenestration patterns have been planned as part of a unified design vocabulary primarily designed around the Mercantile design language, creating a cohesive aesthetic experience and avoiding visual fragmentation. This ensures continuity while avoiding a large, monolithic development. The project itself emphasizes placemaking, creating a unique destination within Downtown Chamblee while also seamlessly complementing the surrounding neighborhood. Drawing inspiration from Chamblee's industrial roots, the Mercantile style has been utilized as a cohesive design strategy throughout the development. Drivefinding is intentional and intuitive, with building entrances centrally located and visually accessible across the project.

c. Design shall protect scenic views, particularly those of open space, and utilize natural features of the site.

The design and orientation of the retail and multifamily buildings on site all respond to Chamblee City Hall and creating a unified open space experience across Broad Street. Natural landscape features are employed to take advantage of the site topography and create visual connections within and across the

site. Utilizing natural features such as the large central open space as well as the tree save area has been paramount in the design of the development.

d. Design shall protect adjacent properties from negative visual and functional impacts.

The proposed project complements the visual and functional character of the neighboring properties. The mixed-use nature of the project will be an asset to the Chamblee Downtown, supporting local nearby businesses with new residents, while also providing a community asset in the form of new housing options, new retail and restaurant spaces, and large community open spaces meant for gathering and providing enhanced site connectivity from City Hall across to the Rail Trail. Visually the project provides a new urban intervention at a scale appropriate for the Downtown Chamblee City Center and with the character intended to meet the goals of the PUD Pattern Book, primarily emphasizing the Mercantile style as a cohesive design language throughout the project.

e. Design shall respect the historical character of the immediate area as integral parts of community life in the city and shall protect and preserve structures and spaces which provide a significant link within these areas.

The development is appropriately scaled and sited to relate well to neighboring buildings in terms of height, massing, and use. As mentioned previously, drawing inspiration from Chamblee's industrial roots, the Mercantile style has been utilized as a cohesive design strategy throughout the development. The materials used, particularly the brick colors and details, emphasize the traditional and industrial characteristics of the Downtown neighborhood. Transitions between the retail/restaurant and multifamily buildings are handled with care, enhancing connectivity across the site, and providing access to light and open space. We believe this development will be an integral part of further reinforcing a sense of community within the Downtown Chamblee City Center area.

f. All exterior forms, attached to buildings or not, shall be in conformity with, and secondary to, the building.

The project has been designed with a unified design vocabulary while also retaining individuality amongst the buildings. As such, all exterior forms are in conformance and respond to the design of the buildings.

g. The proposed development is suitable in view of the use and development of adjacent and nearby property.

The proposed development is well-suited in view of the use and development of adjacent and nearby properties. The varied building scales, mixed-uses, and design of the project are compatible with the existing context and contribute positively to the continued growth and character of the Downtown Chamblee City Center area. The project complements the architectural character and urban form of nearby properties through thoughtful design, material selection, and site planning. It neither dominates nor detracts from the existing built environment, instead reinforcing the cohesive visual and functional fabric of the neighborhood.

h. The proposed development does not adversely affect the existing use or usability of adjacent or nearby property.

The City Center development, with the new Town Green at the heart of the property, is intended to extend and support the spirit of City Hall, which sits directly across Broad Street to the west of the property. The retail buildings will bring new all-day restaurant and retail amenities to the area, while the multifamily buildings will position hundreds of new residents within walking distance of existing small businesses. (this is the same as Eric's response – I think it works well for both LOI's).

i. The proposed development does not result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

The proposed development aligns with the City's vision for a walkable, transit-oriented Downtown Chamblee. The integration of structured parking, pedestrian-focused pathDrives throughout the site, and direct connections to the Rail Trail reduce reliance on vehicular transportation and promote multimodal mobility. Proximity to the nearby Chamblee MARTA station is expected to relieve pressure on surrounding roads and parking lots as well. Utility capacity and infrastructure improvements have been coordinated to support the proposed density and mixed-use program. The scale of the residential development is appropriate for the area and is not anticipated to place undue strain on public infrastructure or school systems, especially given the broader planning context and anticipated growth in the City Center.

j. The proposed development is in conformance with the applicable zoning district.

The Chamblee City Center project is being developed in accordance with the zoning entitlements provided under the Downtown Chamblee Town Center PUD Pattern Book. The multifamily development is consistent with the permitted residential uses outlined in the Permitted Use Table in Chapter 2 of the PUD Pattern Book. Per the zoning regulations and use provisions of the PUD, multifamily residential is permitted by right within this district. The building heights, densities, and configurations proposed are in alignment with the development standards set forth in the Pattern Book and have been carefully designed to reinforce the City's vision for a vibrant, walkable Downtown core. The inclusion of ground-level walk-up units, shared parking garage (both for retail and residents), and community greenspaces further supports the intent of the zoning district by promoting an active streetscape and pedestrian-friendly environment.

k. The proposed development is in conformance with the provisions of the future development plan articulated in the City's Comprehensive Plan.

The 2024 update to Chamblee's Comprehensive Plan identifies the project site as within the Downtown Chamblee Character Area, envisioned as a "*Vibrant center with transit-oriented development and associated high-density housing, services, civic functions, and employment opportunities*". The proposed development is specifically designed to be the enduring destination for vibrant civic life in Chamblee. Shops and restaurants will serve and employ local residents and will attract visitors from across the region. The Town Green, framed by the retail buildings and the new multifamily housing buildings, will extend the City Hall lawn to offer a premier venue for civic life in Chamblee. The nearby MARTA station and Rail Trail connectivity will provide multi-modal access to the property, facilitating the pedestrian and cyclist-centric future that is central to the vision outlined in the Comp Plan.

VARIANCE AND WAIVER REQUESTS

MULTI-FAMILY BUILDINGS

- PUD Chapter 2 Section 3D (1)(c) Variance to 5ft wide pedestrian pass through at parking garage
- Request relief from this requirement as the proposed design provides a 22' wide public pedestrian path located between buildings 1000 & 2000 connecting the rail trail to the large event lawn and retail buildings on the west side of the site. The distance to this pedestrian path is 369' measured from the liner building at the corner of Ingersoll Rand Drive and Peachtree Road
- PUD Chapter 2 Section 3D (2)(c) Variance to not provide 40% shade cover on the parking garage roof level
- The top level of the parking garage is dedicated parking for the residential tenants and is inaccessible to the public. Public retail parking is located on the first 3 floors of the garage and is covered by the additional levels of residential parking. The current design proposes no shade cover over the top level of the parking garage for residential tenants as this is not a standard practice with a precast parking garage.
- PUD Chapter 2 Section 3D (2)(d) Variance to not construct the parking structure to enable future conversion to residential or nonresidential uses
- The parking structure is designed as a pre-cast concrete structure, which is not conducive to zoning section 3D (2)(d) and its subsections. The floor plates must slope for water management and for ramp for access to upper levels. The clear floor space for each parking level is dictated by the residential floor to floor height as well as the precast parking structure, which would make it infeasible to have a 9.5 foot clear height at the parking levels. The parking structure is lined with residential uses on all sides – as such we don't foresee the practicality of this structure ever being converted to another use.
- PUD Chapter 2 Section 4B Variance to exceed the maximum street facing façade width of 200 ft for a Flat Building type (4B)
- The current building lengths are 426' along Peachtree Rd. & 369' along Ingersoll Rand drive. However, these lengths are subdivided into various façade massing/materials not exceeding 200'.
- PUD Chapter 2 Section 4H (1) Variance to exceed the 10% max. of any building façade abutting a public street or Rail Trail containing storage or equipment rooms within the first 20' of depth along Ingersoll Rand drive
- Request to increase the equipment room % along the rail trail from 10% max. to 21%. The fire pump must be on the exterior wall due to the water utility access along Ingersoll Rand drive. The other functions along this elevation are long-term bike storage and a dog spa with access to the rail trail.
- PUD Chapter 2 Section 7B (3) Variance to glazing visible light transmission and external reflectance requirements
- The requirement for glass to have a VLT above 70% conflicts with energy code compliance due to increased solar heat gain coefficient (SHGC). We propose using windows with a Solar Cooling Low-E coating, achieving a VLT of 43%, SHGC of 0.22, and

reflectivity below 15%. This solution balances energy efficiency, occupant comfort, and aesthetic consistency while aligning with mandated regional standards.

PUD Chapter 2 Section 8B

Variance to exceed the maximum entrance requirements for street facing façade width of 200 ft for a Flat Building type (4B)

Requesting relief from building entrance requirements of 200' maximum due to the ground levels being residential units and the building not being accessible to the public except at the leasing center during business hours. The entrances at the leasing center comply with this requirement. Also, ground level units along Peachtree at building 1 and the ground level units at building 2 have private stoops for tenant access.

PUD Chapter 2 Section 9B (3)

Variance to allow Flat building types identified in section 4B

Peachtree Rd is a designated storefront street per the regulating plan. While there is clubhouse amenity space fronting Peachtree Rd, which does provide a mixed-use function with the residential flats, the building type most appropriate for this multi-family building is the 4B Flat designation. Request modification to section 9B(3) as the intent of multiple functions is met.

UDO 230-29 (b)(1)

Variance to allow less than 18'-0" floor-to-ceiling height at ground floor

Request to reduce ceiling heights to 9'-0" for the residential portion at the ground level along Peachtree Rd. 18' tall ceilings heights with dwelling units creates unnatural space proportions due to the typical room sizes. The clubhouse amenity space fronting Peachtree Rd. has a maximum 15'-0" ceiling height due to the accessible route site grading along the west side of the building necessitating a 1036.20 FFE.

UDO 230-29 (b)(2)

Variance to allow Multi-Family use as this is a non-motor vehicle-related use

The UDO section states that "ground floor uses shall be limited to non-motor vehicle-related uses" and list examples of use types, however, multi-family use is not listed. Our belief is that the intent of the zoning code is to not allow motor vehicle type uses and so long as that is met, the alternate use type is inconsequential provided it is allowed per all other sections of the UDO and PUD.

PUD Chapter 2 Section 12C (3)

Variance to allow loading structures and bays to face Rail Trail

The dedicated loading bay's door within building 1 is oriented 90 degrees from the Rail Trail and is located internally 16' from the exterior of the building. The opening along the exterior wall where the loading bay door is visible is 30' in width, the minimum length required for the ingress/egress of vehicles and pedestrians. The functional requirements for trash and moving related vehicles necessitate this space be located near the entrance of the building resulting in a partial view of the loading bay doors.

UDO 250-20 (a)(4)(a)

Variance to allow loading structures and bays to face any public street (Irwindale Drive & Ingersoll Rand Drive)

Loading structure fronting Irwindale Drive supporting the retail buildings is located fronting the road due to pedestrian focused design of the site. The site design minimizes vehicular traffic through the site and providing the loading structure fronting Irwindale Drive reinforces separating the pedestrian and vehicular paths.

PUD Chapter 4 Varying Materials Section E

Variance to allow primary material color on multiple sections of building.

We are requesting a variance to allow for the primary material color to be on multiple sections of the building. Since the length of the elevations are significant, we broke up the massing into distinct languages while still having a unifying element (repeating a primary color/material) across some facades. Each language still demonstrates that the massing standards are met by changing the facade materials and how they are detailed for each section. We have also altered the windows to reflect various mutton patterns and created different rooflines with various heights and detailing.

PUD Chapter 4 Materials Section G Variance to material, divided lights & minimum window pane recess requirements.

We proposed using alternate fenestration with Solar Cooling Low-E coating to conform to energy code requirements in a prior variance, these products are prefinished non-wood products. Simulated divided lites are to be provided in limited areas of the project to provide architectural interest and diversity. The residential window fenestration utilizes nailing fins for improved building envelop performance and as such the glazing recess from the window trim may be less than 2" from the adjacent exterior wall or trim. Locations where brick surrounds the windows will conform to the glazing recess requirements. Amenity areas of the project will utilize prefinished metal frames for improved maintenance performance.

UDO 230-28 (a)(1)

Variance to allow Type Va & Type IIIA (portion of building has podium w/ Type Ia below)

Designing and constructing the multi-family buildings as non-combustible construction would be cost prohibitive and would be a significant financial hardship to development of the project. Adopted building and fire codes allow for combustible construction and the project has been designed to meet these requirements.

UDO 240-7 (b)(8)(f)

Variance to non-obstruction requirement for trash services along Irvindale Drive

The site has been carefully designed to maximize the Town Green and emphasize pedestrian movements within and around the site. As such we are seeking to discourage trash services running internal to the site. We believe the proposed retail trash room and associated trash pickup along Irvindale carefully balances efficiently servicing the site while promoting a pedestrian friendly experience. Due to the transitory nature of trash pickup we believe pedestrian and vehicular interruptions along Irvindale will be limited in nature.

UDO 250-20 (a)(2)

Variance to non-obstruction requirement for trash services along Irvindale Drive

The site has been carefully designed to maximize the Town Green and emphasize pedestrian movements within and around the site. As such we are seeking to discourage trash services running internal to the site. We believe the proposed retail trash room and associated trash pickup along Irvindale carefully balances efficiently servicing the site while promoting a pedestrian friendly experience. Due to the transitory nature of trash pickup we believe pedestrian and vehicular interruptions along Irvindale will be limited in nature.

UDO 240-13 (b)(3)(b)

Waiver to allow Multifamily and parking uses within 100' of public and private streets and to not wrap the structure with an active use.

Due to the site acreage and boundaries it would not be possible to develop an economically viable multifamily project with 100' setbacks from the adjacent streets. We believe the desired density and streetscape design requirements outlined in the PUD

necessitate the structures to be closer to the street and adjacent to the supplemental zone, requiring a waiver to this zoning ordinance. We also believe there is substantial precedent in the surrounding developments to waive this requirement.

PUD Chapter 2 9B(1)

Variance to allow Multifamily linear building frontage from 75% to 100%

The intent is to fully screen the garage from view to enhance the architectural aesthetic on the Rail Trail and Peachtree Rd (storefront street).

Chamblee City Center Civil – Variance & Waiver Justifications | 09.30.2025

Location	UDO/PUD Section	Summary and Justification
(2) Proposed transformers located near Building 1 off of Peachtree Road.	UDO Section 230-27(g)(2)	<p>Wavier to allow no screening of the transformers between the Multifamily Building 1 & Peachtree Road.</p> <p>Based on a conversation with the DeKalb County Fire Marshal, the residential building would need to be a maximum of 31’ away from the edge of the travel lane on Peachtree Road. This forced Building 1 moving closer to the rail trail and as such the transformers along with it. The fire marshal & GA Power also require a 10’ clear zone from the pads for the transformers. Due to the spacing of the transformers and the rail trail, we are unable to construct a masonry wall or plant sufficient landscaping in between the transformers and the rail trail. We will attempt to plant material to screen the transformers as the design progresses, but GA Power will likely not approve this.</p>
Cul-de-sac located on private street off of Irvingdale Drive.	PUD Chapter 2 10A(1)(c)	<p>Variance to allow for a Cul-de-sac to be installed at the end of the private street internal to the development.</p> <p>The cul-de-sac will provide residentials and retail traffic to have an aesthetic arrival to the site where they can see the stage area & park before entering the parking deck. There will be a connection from the deck to the cul-de-sac. The cul-de-sac also serves as a fire access road to satisfy international fire codes.</p>
Existing power poles & lines along Irvingdale Drive.	UDO Section 350-25(a)(2)	<p>Wavier to allow existing overhead power lines and poles to remain on Irvingdale Drive.</p> <p>There are multiple existing business that are served from the poles on our site’s frontage. One of these businesses is the United States Postal Service. Getting federal approval to shut power off to the building for the extended time of construction is not feasible.</p>

Existing power poles & lines along Peachtree Road.	UDO Section 350-25(a)(2)	<p>Wavier to allow existing overhead power lines and poles to remain on Peachtree Road.</p> <p>There is an existing power pole & overhead lines that cross Peachtree Road onto our site and run along our western property line that runs north serving an existing business. The pole & overhead lines do not serve and will not serve our proposed development.</p>
Woonerf	UDO Section 350-6	<p>Wavier to allow for 0.5' wide header curb and no gutter along the new private drive.</p> <p>The DeKalb County Fire Marshal requires a minimum of 22' wide travel lane. Due to site constraints a normal curb & gutter system would not fit on the Woonerf. The fire marshal also does not allow gutters to be included inside the 22' wide travel lane.</p>
Proposed parallel parking spaces located in the public right of way around the development.	UDO Section 250-9(b)	<p>Variance to allow for an increase to the maximum off-street parking spaces from 50 to 60 spaces.</p> <p>This variance is needed to reach the number of parking spaces the retail buildings will need.</p>
Proposed parallel parking spaces located in the public right-of-way off Peachtree Road, Ingersoll Rand Drive, & Irvingdale Drive.	UDO Section 250-9(c)	<p>Variance to lower the width of the parallel parking spaces from 8' to 7.5' & lower the length from 22.5' long to 22.0'.</p> <p>Reducing the width from 8' to 7.5' wide will allow for the addition of 0.5' wide curb to be installed in all parking spaces to promote better site drainage. This will keep the parking spaces in line with the 8' wide street section as designed in the PUD. The parallel spaces at the ends of all parking bays are longer than 22.0' wide to allow for easy entry/exit from the parking spaces.</p>
On-street parking off Broad Street & Irvindale Drive.	UDO Section 320-20(a)	<p>Wavier to allow for the proposed on-street parallel parking stalls to fall within the landscape zones for both Broad Street & Irvindale Drive.</p>
Irvindale Drive	PUD Street Section SS60	<p>Variance to increase the travel lane from 9' as called out in the SS60 street section to 13' wide.</p> <p>The DeKalb County Fire Marshal is requiring a minimum on 26' wide drive lanes to meet fire code.</p>

Irvindale Drive	PUD Street Section SS60	<p>Variance to remove the 2' wide gutter section as called out in the SS60 street section.</p> <p>When a normal frequency storm hits roadways, the 2' wide gutters get full quickly and do not route drainage flow the best. Our intent is to have the 13' wide lane, then a 7.5' wide parallel parking stall, then having 0.5' wide header curb to create a better drainage solution while also stabilizing the asphalt roadway.</p>
Irvindale Drive	PUD Street Section SS60	<p>Variance to reduce the parallel parking space widths from 8' to 7.5', to install a 5 foot 3 inch planting strip, to add a 5 foot 6 inch ramp, to add a planter ranging in width from 3 feet to 5 feet 8 inches, and to increase the supplemental zone from 5 feet to a range of widths varying from 7 foot 6 inches to 10 feet.</p>
Peachtree Road	PUD Street Section PT60	<p>Variance to lower the width of the parallel parking spaces from 8' to 7.5'.</p> <p>Justification is the same as above for the parallel parking spaces that need a variance from UDO Section 250-9(c).</p>
Peachtree road	PUD Street Section PT60	<p>Variance to increase the travel lane from 10' as called out in the PT60 street section to 13' wide.</p> <p>The DeKalb County Fire Marshal is requiring a minimum on 26' wide drive lanes to meet fire code.</p>
Peachtree Road	PUD Street Section PT60	<p>Variance to remove the gutter from the curb & gutter assembly.</p> <p>Ingersoll Rand & Irvingdale have a 0.5' header curb condition. There is also header curb existing along Peachtree Road before our site.</p>
Peachtree Road	PUD Street Section PT60	<p>Variance to decrease the landscape strip from 6' (including curb & gutter) as called out in the PT60 street section to 5.5' wide.</p> <p>The street section currently calls out a 6' wide landscape strip that includes curb and gutter. Per the PUD the curb and gutter is 1.5' so there would be a 4.5' wide planter strip. We are proposing to have 0.5' header curb then a 5' wide planter strip thus having a total of 5.5' wide for that section. We would be decreasing the total width of the section but increasing the total width of plantable area.</p>

Ingersoll Rand	PUD Street Section RT70	Variance to reduce the parallel parking space width from 8' to 7.5' along Ingersoll Rand.
Ingersoll Rand	PUD Street Section RT70	Variance to increase the travel lane from 10' as called out in the RT60 street section to 13' wide. The DeKalb County Fire Marshal is requiring a minimum on 26' wide drive lanes to meet fire code.
Ingersoll Rand	PUD Street Section RT70	Variance to decrease the landscape strip from 7.5' (including curb & gutter) as called out in the RT60 street section to 5.5' wide. The street section currently calls out a 7.5' wide landscape strip that includes curb and gutter. Per the PUD the curb and gutter is 1.5' so there would be a 6' wide planter strip. We are proposing to have 0.5' header curb then a 5' wide planter strip thus having a total of 5.5' wide for that section. We would be decreasing the total width of the section as well as the total width of plantable area.
Broad Street	PUD Street Section SS60	Variance to not install a 2-foot-wide gutter, to increase the drive lane from 9 to 13 feet, to install an 8 foot parking island, to add a 0.5 foot header curb, and to increase the supplemental zone from 5 feet to 5 foot 9 inches. These changes are required to meet Dekalb County Fire Marshal requirements for the site which include having a 26' ride drive isle that does not include gutter. The header curb will help promote drainage to the proposed storm structures.
Woonerf	UDO Section 250-7(a)(11)	Variance to not have concrete wheel stops in front of the ADA spaces by buildings 200 & 300 located along the Woonerf. There is a flush curb condition in front of the ADA spaces. The signs for the ADA spaces will be placed in bollards located ~24" from the end of the parking space which will act the same as a concrete wheel stop.
Proposed Retaining wall located along the sidewalk between Irvingdale Drive & Building 200	UDO Section 230-6(d)(1)(b) &	Requesting an administrative variance to increase the max wall height for a retaining wall located within 10' of a sidewalk along a public street by the max of 2' allowed by an administrative variance. The total proposed wall height will be a max of 4' tall.

	UDO Section 280-37(a)(13)	Due to the topographic constraints & design intent of the site, there is a need to have the retaining wall be higher than 2' tall located within 10' of a sidewalk along a public street. We are proposing to have (2) 4' max walls in a terrace condition with plantings in between the walls.
5' Setback from Rail Trail off of Peachtree Road	PUD Chapter 2 5B	Variance to reduce the 5' minimum yard setback from the Rail Trail off of Peachtree Road to be 4' minimum only along Peachtree Road.

Chamblee City Center Landscape – Variance & Waiver Justifications | 09.29.2025

Location	UDO/PUD Section	Summary and Justification
Landscape Materials at all Retail Buildings	PUD Chapter 5 Materials	<p>Variance to allow dry stacked boulder retaining walls in the amphitheater space south of the retail buildings. The amphitheater is located in publicly accessible private space.</p> <p>The natural look and feel of dry stacked boulders will accentuate the organic and curvilinear design of the town green and adjacent patio spaces; creating a naturalistic and nature inspired site composition. The warm tones of the boulders will complement the mix of colors in the native trees, shrubs, grasses, and perennials around the town green. This material change will enhance the timeless, Olmstedian park design of the central space. Walls are 18-24” tall.</p>
Landscape Materials at Town Green	PUD Chapter 5 Materials	<p>Variance to allow dry stacked boulder and stone free-standing walls on the east and west entrances to the town green.</p> <p>The boulder and stone entry walls will create an inviting gateway to the new Town Green, setting the mood for the timeless, Olmstedian park design. The natural look and feel of dry stacked boulders and stone will accentuate the organic and curvilinear design of the town green and adjacent patio spaces; creating a naturalistic and nature inspired site composition. The warm tones of the boulders and stone will complement the mix of colors in the native trees, shrubs, grasses, and perennials around the town green.</p>
Broad Street Streetscape	Chapter 3, Tree Canopy Design	<p>Variance to alter street tree spacing on Broad Street from 52’ to 65’ and 60’. Refer Street Tree Plan on page 20 of Landscape Set for additional detail.</p> <p>The 52’ tree spacing conflicts with the 21’-10” parking space length and tree island between proposed, parallel parking spaces. A longer spacing will allow for appropriate parking design and planting space required for the long-term health of the street trees.</p>

<p>Irvindale Drive Streetscape</p>	<p>Chapter 3, Tree Canopy Design</p>	<p>Variance to alter street tree spacing on Irvindale Drive from 78' to 69'-6", 62'-9, 61', 45'-8", 62', and 59'-9" spacing, Refer Street Tree Plan on page 20 of Landscape Set for additional detail.</p> <p>The 78' tree spacing conflicts with the 21'-10" parking space length, Trash Room vehicular entrance, and tree islands between proposed, parallel parking spaces. The proposed spacing will allow for appropriate parking design and planting space required for the long-term health of the street trees.</p>
------------------------------------	--------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------