

Z-22-1245874 (2022-1979)
Recommended Conditions
Sept BOC 2022
3082 Briarcliff Road

1. The development shall substantially comply with the site plan dated August 25, 2022 (the “Site Plan”), prepared by Kimley-Horn, a copy of which is attached hereto as Exhibit “A”.
2. The development shall contain a maximum of 392 dwelling units and no more than 43,000 square feet of commercial, retail and/or office space. Developer may add micro-units to the multi-family buildings. Micro-units, as may subsequently be defined in the zoning ordinance, shall not count toward the overall unit count or the calculation of total building area and shall require no parking.
3. The exterior finishes of the buildings shall comply with § 27-5.7.4.
4. Roof mounted mechanical equipment and appurtenances shall be located or screened so that they are not visible from the immediately adjacent ground level. Screening materials shall be compatible with the surrounding building materials and architectural design.
5. Refuse areas and recycling areas for the proposed multi-family buildings shall be located within the footprints of the buildings or the attached parking deck.
6. Subject to any necessary approvals, the development shall provide a sheltered bus stop for the MARTA route 19 on Clairmont Road, the location and design of which shall be subject to review by the District Commissioner. At a minimum, subject to any necessary approvals and what existing conditions will allow, the bus shelter shall require a minimum construction envelope of 12’ wide x 4.5’ deep x 8’ high, and setback from the curb, at least, 8 feet. Developer shall make reasonable efforts to satisfy this condition prior to receiving the certificate of occupancy for the development. If this condition cannot be satisfied prior to the issuance of a certificate of occupancy, Developer shall continue to make reasonable efforts to satisfy this condition after issuance of a certificate of occupancy. Further, Developer shall have the option, subject to any necessary approvals, to contribute to the construction of a sheltered bus stop at another location but Developer shall not be required to contribute more than \$15,000.
7. The proposed 4’ bike lane on both Clairmont and Briarcliff Roads shall not be required and, instead, the 4’ allotted for the bike lanes will be added to the proposed sidewalks on both Clairmont and Briarcliff Roads to create a 10’ multi-use path, subject to any necessary approvals.
8. The site shall be provided with underground utilities for electricity, phone, cable and internet services.
9. The development shall provide a minimum of one (1) bicycle parking spaces per twenty (20) parking spaces in surface parking lots and non-residential parking structures and a minimum of one (1) secured bicycle parking spaces per twelve (12) parking spaces in multi-family parking structures.

10. A minimum of 3 percent of all surface parking lots and non-residential portions of parking structures shall be striped and signed for alternative fuel vehicle parking. EV charging station parking spaces may be used toward this total.
11. A minimum of two percent of parking spaces shall have electric vehicle charging stations. In designing the overall electrical distribution for the development, the Developer will work with Georgia Power to ensure the overall system can accommodate enough power, either initially or through future upgrades, for eventual conversion of ten percent of all parking spaces to have EV charging stations and shall provide room sufficient enough to allow upgrading the transformers or adding transformers for such future electrical demands associated with the additional EV charging stations.
12. All multi-family parking structures shall be designed to accommodate the infrastructure for future conversion to allow for electric vehicle charging stations for a minimum twenty (20) percent of the parking spaces. All parking structures shall be designed so as to not preclude the addition of additional EV charging stations including designing the transformers to accommodate the loads from additional charging stations or providing room for additional transformers for such future electrical demands associated with the EV charging stations. Further, parking structures will be designed to either incorporate conduits or allow for future installation of conduits for the future EV charging stations without the need for structural modifications of the parking structure.
13. Subject to any necessary approvals, the development shall install a low vegetative hedge (1' – 2') on the Clairmont Road frontage, east of the curb line and west of the proposed sidewalk.
14. To the extent tree recompense may be required under the DeKalb Tree Ordinance, the recompense may be used at or near the subject property, including area parks or public spaces, subject to any necessary approvals.
15. Setbacks, buffers and other zoning requirements shall be measured from existing right-of-way, versus any future right-of-way that may be dedicated incidental to development, unless any future right-of-way line is located outside of the existing right-of-way.
16. Parts of the subject property may be owned separately and/or conveyed as separate tracts and to separate owners with different ownership structures.
17. Should there be separate ownership of parts of the subject property and/or a conveyance of part of the subject property to different owners, all conditions and variances shall remain applicable to any portion of the subject property, regardless of what person or entity owns the property.
18. Separate ownership of parts of the subject property and/or conveyance of part of the subject property to different owners shall not create non-conforming uses and shall not require any changes to the Site Plan for the development nor any variances. The newly created property lines which arise from these conveyances are not required to observe setback, buffer or other zoning requirements, except as may be reflected on Site Plan.
19. The development shall provide a pet play area for the multi-family residents, which may be located in the transitional buffer on the northern/northeastern side of the Subject Property. Further, subject to site limitations and ADA design requirements, Developer shall make a reasonable effort to provide a pedestrian path connection in the transitional buffer on the northern/northeastern side of the Subject Property to allow for a pedestrian connector between the western side of the Subject Property and the eastern side. Said path need not be paved.

20. Subject to any necessary approvals, Developer shall allow for easement access to its easternmost driveway to facilitate a future roadway connecting Briarcliff Road to the I-85 access road. Said easement shall not require any changes to the Site Plan for the development nor any variances and shall not cause the subject property to be considered non-conforming.
21. Subject to any necessary approvals, Developer shall allow for an easement to connect the multi-use trail proposed along Briarcliff Road and a future PATH trail to be constructed south of the Subject Property. Said easement shall not require any changes to the Site Plan for the development nor any variances and shall not cause the subject property to be considered non-conforming. Further, Developer shall work with PATH and/or DeKalb County to accommodate public bike parking along the multi-use trail along Briarcliff Road once the future PATH trail is constructed.
22. As identified on the attached Exhibit "B", the surface parking spaces on the north end of the westernmost entry on Briarcliff Road shall be considered flex spaces and be constructed of pavers (or similar) to distinguish that area from asphalt. Said areas shall include removable bollards (or similar) so that they may be cordoned off and used for non-vehicular purposes, such as large events. Additionally, the area identified on Exhibit "B" along the east/west surface parking area shall include removable bollards (or similar) adjacent to the eastern and western most crosswalks so that this area may be cordoned off and used for non-vehicular purposes, such as large events.
23. Subject to any necessary approvals, street trees and lighting on Briarcliff Road and Clairmont shall be consistent with street trees and lighting for the Lumen Development located on the west side of Clairmont Road at 3070 Briarcliff Road.