REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: Aug 11 2008 **ARC REVIEW CODE**: R807111

TO: Mayor Eva Galambos
ATTN TO: Patrice Ruffin,
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Sandy Springs
Name of Proposal: **Hammond Center**

Review Type: Development of Regional Impact	**Date Opened:** Jul 11 2008	**Date Closed:** Aug 11 2008

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: According to the Unified Growth Policy Map, the proposed development is located in an area designated as regional center within a mega corridor. Regional Centers are defined as areas of intense retail, office and residential uses that can be integrated and separate. Mega Corridors are defined as the most intensely developed radial corridors in the region. The proposed development includes a mixture of uses that support the Regional Development Plan Policies.

The proposed development is located within the Perimeter LCI Study area; therefore, it should meet or exceed the goals of the study as well as the Regional Development Plan Policies. The site is within an area designated susceptible to change, according to the Study. It is also within the area designated as the 'transit village' zone. The intent of the zone is to link future development more directly to transit and offer live work options within the urban core or village. The proposed development meets many of the goals set forth in LCI study, however the 'transit village' zone identifies the need for affordable/workforce housing. At this stage of the review no identifiable affordable/workforce housing has been identified.

ARC recommends collaboration with the Perimeter CID and the City of Sandy Springs through the architectural design phase to address the architectural façade of the parking deck along the proposed East-West Connector Road with the goal of an end result that promotes esthetically pleasing characteristics consistent with the Perimeter Area

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF SANDY SPRINGS
DEKALB COUNTY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
PERIMETER CID
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY SCHOOLS
CITY OF ATLANTA
METRO ATLANTA RAPID TRANSIT AUTHORITY

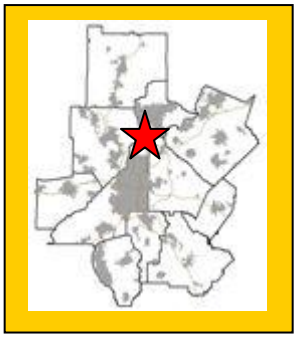
If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

The ARC review website is located at: http://www.atlantaregional.com/landuse .

Preliminary Report:	July 11, 2008	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	**Project:**	Hammond Center #1854
Final Report Due:	August 11, 2008		**Comments Due By:**	July 25, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Hammond Center project is a redevelopment on 7.22 acres in the City of Sandy Springs. The redevelopment proposes a 20,000 square feet restaurant, 20,000 square feet of office space, 50,000 square feet of retail space, and 395 apartments. (Currently there is a 120 room hotel, and 90,000 square feet of existing medical office, and restaurant space on the site. The 90,000 square feet of medical office and restaurant space will be demolished.) The proposed development is located along the east side of Peachtree-Dunwoody Road and the south side of Hammond Drive.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2012.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned Office/Institutional (O-I). The proposed zoning for the site is MIX. Information submitted for the review states that the proposed development is consistent with the City of Sandy Spring's Future Development Map, which designates the site as Live/Work Regional.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received identifying inconsistencies with any potentially affected local government's short term work program.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a mile radius of the proposed project.

YEAR	NAME
2007	High Street
2007	245 Perimeter Center
2006	Palisades Development
2005	Corporate Campus
2002	Perimeter Town Center
1989	Hammond Center

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Information submitted for the review states there is 90,000 square feet of existing medical office and restaurant space and a 120 room hotel on the site. With the redevelopment, the 90,000 square feet of existing medical office space and restaurant space will be demolished.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

According to the Unified Growth Policy Map, the proposed development is located in an area designated as regional center within a mega corridor. Regional Centers are defined as areas of intense retail, office and residential uses that can be integrated and separate. Mega Corridors are defined as the most intensely developed radial corridors in the region. The proposed development includes a mixture of uses that support the Regional Development Plan Policies.

The proposed development is located within the Perimeter LCI Study area; therefore, it should meet or exceed the goals of the study as well as the Regional Development Plan Policies. The site is within an area designated susceptible to change, according to the Study. It is also within the area designated as the 'transit village' zone. The intent of the zone is to link future development more directly to transit and offer live work options within the urban core or village. The proposed development meets many of the goals set forth in LCI study, however the 'transit village' zone identifies the need for affordable/workforce housing. At this stage of the review no identifiable affordable/workforce housing has been identified.

ARC recommends collaboration with the Perimeter CID and the City of Sandy Springs through the architectural design phase to address the architectural façade of the parking deck along the proposed East-West Connector Road with the goal of an end result that promotes esthetically pleasing characteristics consistent with the Perimeter Area

FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.

2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.

3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.

4. At strategic regional locations, plan and retail industrial and freight land uses.

5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

6. Promote the reclamation of Brownfield development sites.

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.

8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.

10. Promote sustainable and energy efficient development.

11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.

12. Increase the amount, quality, and connectivity, and accessibility of greenspace.

13. Provide strategies to preserve and enhance historic resources

14. Through regional infrastructure planning, limit growth in undeveloped areas of the region

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.

16. Inform and involve the public in planning at regional, local, and neighborhood levels.

17. Coordinate local policies and regulations to support Regional Policies

18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half mile apart, or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle".
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed development is located in the City of Sandy Springs along Hammond Drive and Peachtree Dunwoody Road.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the City of Sandy Springs; however it is adjacent to DeKalb County.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

None were determined during the review.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is $75,600,000 with an expected $608,000 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

The Perimeter area surrounding the proposed development has an existing job to housing imbalance. Typically, to be balanced an area should have 1.5 jobs per household (JPH). This employment center has one of the severest jobs to housing imbalance in the metro region. This proposed development helps to rectify some of this imbalance by providing opportunities for individuals to live and work in close proximity to one another.

NATURAL RESOURCES

Stream Buffers

The proposed project is on an already developed property in the Nancy Creek sub-basin of the Peachtree Creek watershed. The USGS coverage for the area shows a blue line tributary to Nancy Creek running along the eastern edge of the project property, adjacent to an existing hotel. The City of Sandy Springs stream buffer ordinance requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback along most streams. The plans do not show any new development activity near the stream and no buffer is shown. Any new activity that may occur near the stream on the property will be subject to the requirements of the City stream buffer ordinance. Any development near waters of the state will be subject to the state's 25-foot sediment and erosion control buffer.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. A portion of the project is being built over existing impervious surfaces, which will affect the increases in loading amounts. Given the coverage of the proposed project, commercial was chosen as the use for the entire property. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	7.45	12.74	129.63	804.60	7323.35	9.16	1.64
TOTAL	7.45	12.74	129.63	804.60	7323.35	9.16	1.64
Total % impervious	85%						

If new or upgraded on-site detention is required, the design should include stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE
Transportation

INFRASTRUCTURE
Transportation

How many site access points will be associated with the proposed development? What are their locations?

Upon build-out, the project is proposed to have vehicular access via a right-in/right out (RIRO) driveway along Peachtree Dunwoody Road and two RIRO driveways and one full movement driveway along Hammond Drive.

The RIRO driveway along Peachtree-Dunwoody Road is an existing driveway that serves the Palisades development directly to the south of the Hammond Center DRI. This driveway will be shared with the Palisades development in the future.

Three access points are proposed along Hammond Drive. The first RIRO driveway is proposed approximately 300' east from the intersection with Peachtree-Dunwoody Road. The full-movement signalized driveway is proposed to be located approximately 650' east of Peachtree-Dunwoody Road. This location is consistent with a proposed median break and signal in the Hammond Drive Corridor Study. Another RIRO driveway is proposed along Hammond drive 200' east of the proposed full-access driveway in the approximate location of the existing driveway providing access to the existing hotel.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Kimley-Horn and Associates, Inc. performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

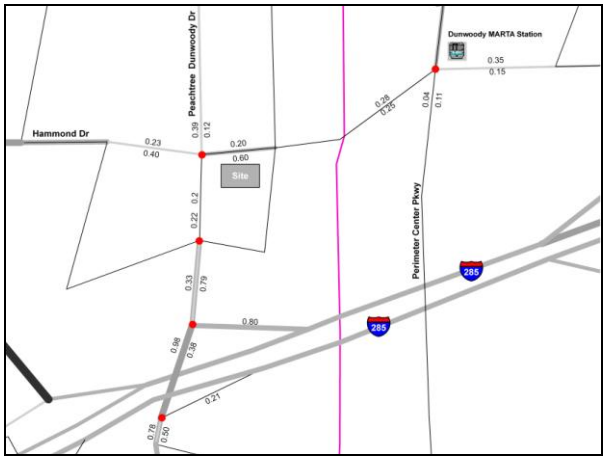
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Residential - Apartments 395 Units	39	158	197	153	85	238	2,524
Hotel 120 Rooms	31	20	51	38	33	71	701
General Office Space 20,000 SF	46	6	52	17	84	101	386
Shopping Center 50,000 SF	63	40	103	190	206	396	4,328
Quality Restaurant Space 20,000 SF	-	-	0	101	49	150	1,799
Mixed-Use Reductions	-	-	*0*	*-83*	*-76*	*-159*	*-1,376*
Alternative Mode Reductions	*-14*	*-18*	*-32*	*-33*	*-30*	*-63*	*-669*
Pass-By Reductions	-	-	*0*	*-81*	*-81*	*-162*	*-1,850*
Total New Trips	**165**	**206**	**371**	**302**	**270**	**572**	**5,843**

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

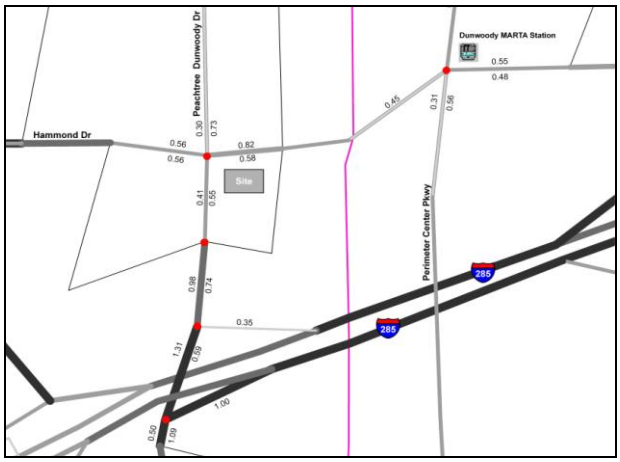
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

V/C Ratios

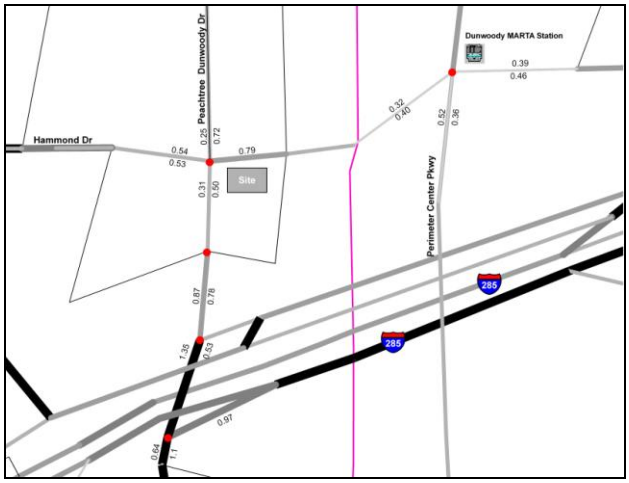


2010 AM Peak

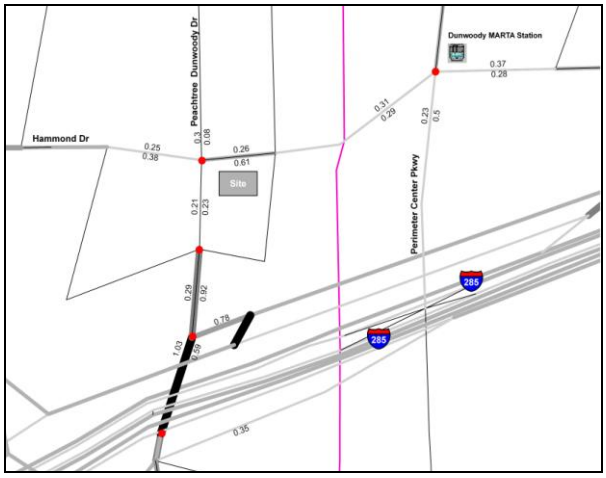


2010 PM Peak

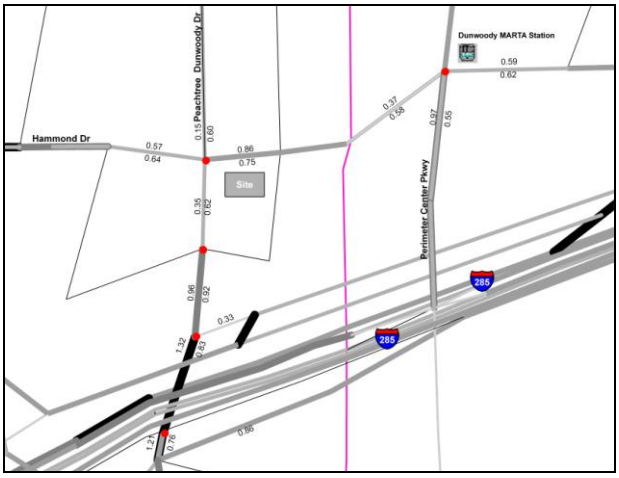
2020 AM Peak



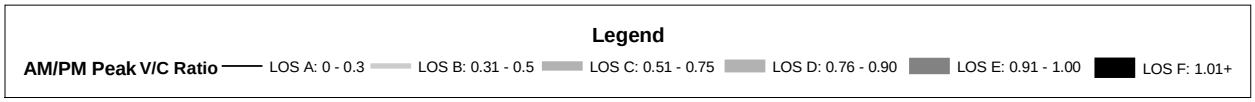
2020 PM Peak



2030 AM Peak



2030 PM Peak



For the V/C ratio graphic, the data is based on 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2008-2013 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-938	SR 400 – Half Diamond Interchange at Hammond Drive	Interchange Capacity	2010
AR-H-300	I-285 North from I-75 in Cobb County to I-85 in DeKalb County (Only PE in TIP all else Long Range)	Managed Lanes – Auto/Bus	2030
FN-198	Peachtree Dunwoody Road at Lake Hearn Drive	Roadway Operational Upgrades	2010
FN-221	Johnson Ferry Road/Glenridge Drive from Abernathy Road to Hammond Drive	General Purpose Roadway Capacity	2013
FN-AR-100A	SR 400 from Hammond Drive to North of Spalding Drive	General Purpose Roadway Capacity	2015
FN-AR-144	Peachtree-Dunwoody Road from I-285 to Abernathy Road	Pedestrian Facility	2009
FN-AR-BP083	Hammond from SR 400 to DeKalb County Line	Pedestrian Facility	2009
DK-AR-219A	I-285 North from SR 400 to North Shallowford Road including the Ashford-Dunwoody Road Interchange	Interchange Capacity	2020

	(Only ROW in TIP, CST in Long Range)		

Envision6 RTP (Long Range Projects)*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-900	I-285 North BRT from Cumberland/Galleria Area to Perimeter Center in DeKalb County	Fixed Guideway Transit Capital	2030
AR-H-400	SR 400 Managed Lanes from I-285 to McFarland Road in Forsyth County	Managed Lanes – Auto/Bus	2020
AR-H-900	I-285 North managed lanes interchange at SR 400	Managed lanes – Auto/Bus	2030
DK-217	Hammond Drive from Fulton County line to Ashford-Dunwoody Road	General Purpose Roadway Capacity	2020

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Hammond Center.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Peachtree-Dunwoody Road @ I-285 Westbound Ramps

- Install additional westbound right-turn lane along the off ramp creating dual right-turn lanes and dual left-turn lanes

Peachtree-Dunwoody Road at Concourse Parkway

- Install an additional southbound left-turn lane along Peachtree-Dunwoody Road creating dual left-turn lanes.
  - Provide two receiving lanes along the Palisades Driveway
- Install an additional westbound left-turn lane along the Palisades driveway creating dual left-turn lanes.
- Install an additional northbound left-turn lane along Peachtree-Dunwoody Road creating dual left-turn lanes
- Install an additional northbound and southbound through lane along Peachtree-Dunwoody Road creating three through lanes in each direction

Peachtree-Dunwoody Road @ East/West Connector

- Install an additional northbound through lane along Peachtree-Dunwoody Road creating three northbound through lanes.

Peachtree-Dunwoody Road @ Hammond Drive

- Install a northbound right-turn lane along Peachtree-Dunwoody Road
- Install a westbound right-turn lane along Hammond Drive
- Install an additional northbound left-turn lane along Peachtree-Dunwoody Road creating dual left-turn lanes and provide a protected-only northbound left-turn signal phase.
- Install an additional eastbound left-turn lane along Hammond Drive creating dual left-turn lanes and provide a protected-only eastbound left-turn signal phase

- Install additional northbound and southbound through lanes along Peachtree-Dunwoody Road creating three lanes in each direction
- Install additional eastbound and westbound through lanes along Hammond Drive creating three lanes in each direction
- Install an additional westbound left-turn lane along Hammond Drive creating dual left-turn lanes
- Install ad additional southbound left-turn lane along Peachtree-Dunwoody Road creating Dual left-turn lanes

Hammond Drive @ Perimeter Center Parkway

- Change the westbound right-turn lane to a shared through/right-turn lane along Hammond Drive
- Install a shared through/right-turn lane eastbound along Hammond Drive
- Install ad additional westbound left-turn lane along Hammond creating dual left-turns
- Install an additional northbound left-turn lane along Perimeter Center Parkway creating dual left-turns

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Hammond Drive @ Full Movement Driveway

- Install a signal
- Install a separate northbound left-turn lane and shared through-right-turn lane exiting the site
- Install a westbound left-turn lane along Hammond Drive entering the site
- Install an eastbound right-turn lane along Hammond Drive

Hammond Drive @ 1st RIRO Driveway

- Install a right-turn only lane exiting the site

Hammond Drive @ Existing Hotel Driveway

- Remove the westbound left-turn lane entering the site restricting the driveway to unsignalized RIRO operations

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

The Perimeter Center area in general and the site under review are served by multiple transit options including MARTA heavy rail and bus, GRTA Xpress, Cobb Community Transit, and private shuttle services coordinated by the Perimeter Transportation Coalition.

The Dunwoody MARTA station is located less than 1/3 of a mile east of the site at the intersection of Hammond Drive and Perimeter Center Parkway. It is situated on the north-south line providing service to Medical Center, Buckhead, Midtown, Downtown, and the airport. In addition, MARTA bus routes 5, 70, 87, 150, and 305 all service the area.

GRTA Xpress 428 provides service from Panola Road in eastern DeKalb County to the MARTA Dunwoody Station. GRAT Xpress 400 provides service from Cumming and circulates within the immediate area, traveling on Hammond Drive and Peachtree-Dunwoody Road.

Additionally, many companies in the area operate shuttles that provide transportation between their properties, the MARTA stations, and Perimeter Mall. Some hotels also provide on-demand shuttle services to/from local destinations. These efforts are coordinated by the Perimeter Transportation Coalition.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Office or 10% Retail	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
w/in 1/2 mile of MARTA Rail Station	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**23%**

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. there are a number of existing deficiencies in the road network particularly at the intersection of Hammond Drive and Peachtree-Dunwoody Road and the intersection of Peachtree-Dunwoody Road and Concourse Parkway.

ARC concludes that improvements are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development. At this time, however, ARC does not make any recommendations as to which of the improvements recommended in the traffic study are warranted. ARC will take the rest of the review period to reconcile road network needs with the Hammond Drive Corridor Study, economic feasibility, and ROW constrains.

ARC makes the following recommendations/comments for the proposed development consistent with adopted local and regional plans:

- ARC has initial concern with the close proximity (300') of the first RIRO driveway east of Peachtree-Dunwoody Road on Hammond Drive. However, the driveway is located downstream from the intersection which makes it less problematic. The applicant should be prepared to illustrate that queuing and turning movements into the site will not interfere with the overall performance of the intersection.
- ARC would also like clarification on the internal pedestrian circulation which can be provided at the GRTA Staff Report Meeting.
- It may be beneficial for the developer to consider TDM policies and coordinating with the TMA shuttle services.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.325 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

R.M Clayton will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of R.M. Clayton Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No Flow Limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout the City of Atlanta wastewater system by 2007 and 2014, respectively

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.315MGD based on information submitted for the review.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 3,874 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

Will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste.

None stated.

INFRASTRUCTURE
Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**

- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 395 new residential units.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers as well as providing opportunities for individuals to live and work within close proximity to one another.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 101.1. This tract had a 10.5 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 37 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a variety of multi-family housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

REGIONAL REVIEW NOTIFICATION

DATE: Jul 11 2008 **ARC REVIEW CODE:** R807111

TO: Mayor Eva Galambos
ATTN TO: Patrice Ruffin,
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Hammond Center
Review Type: Development of Regional Impact

Description: The proposed Hammond Center project is a redevelopment on 7.22 acres in the City of Sandy Springs. The redevelopment proposes a 20,000 square feet restaurant, 20,000 square feet of office space, 50,000 square feet of retail space, and 395 apartments. (Currently there is a 120 room hotel, and 90,000 square feet of existing office and restaurant space on the site. The 90,000 square feet of office and restaurant space will be demolished.) The proposed development is located along the east side of Peachtree-Dunwoody Road and the south side of Hammond Drive.

Submitting Local Government: City of Sandy Springs
Date Opened: Jul 11 2008
Deadline for Comments: *Jul 25 2008*
Earliest the Regional Review can be Completed: Aug 11 2008

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF SANDY SPRINGS
DEKALB COUNTY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
PERIMETER CID
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY SCHOOLS
CITY OF ATLANTA
METRO ATLANTA RAPID TRANSIT AUTHORITY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by Jul 25 2008, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: http://www.atlantaregional.com/landuse .

2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

July 28, 2008

Ms. Haley Fleming, Principal Planner
Atlanta Regional Commission (ARC)
40 Courtland Street, N.E.
Atlanta, GA 30303

RE: Review of Development of Regional Impact (DRI) #1854
Hammond Center – City of Sandy Springs

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1854 – Hammond Center – located in City of Sandy Springs.

The project is located at the intersection of Hammond Drive and Peachtree Dunwoody Road less than one half mile from the MARTA Dunwoody Rail Station. MARTA also operates five bus routes out of the Dunwoody Rail Station which this development will benefit from. This project joins two other DRI's planned for the immediate vicinity of the Dunwoody Rail Station that we have had the opportunity of reviewing and commenting on – DRI #1582 Perimeter Multiuse Development and DRI #1520 245 Perimeter Center. We believe the proximity of the rail station to the planned developments presents a major alternative transportation resource that the developments should fully harness.

While this project will have a positive impact on MARTA services by increasing activity around the station area, it is important that an adequate pedestrian plan be a part of the concept. This will include internal circulation and pedestrian sidewalks to safely connect the MARTA rail station and bus drop off areas to the development.

Thank you for the opportunity to review the proposal, and please contact me with any questions.

Sincerely,

Henry Ikwut-Ukwa, Ph.D.

Office of Transit System Planning
Phone: 404-848-5828
Fax: 404-848-5132
Email: hikwut@itsmarta.com

REGIONAL REVIEW NOTIFICATION

DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Hammond Center** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Please see attached letter for full details.

Individual Completing form:
Will Stinson, TOD & Real,Estate and Henry Ikwut-Ukwa, Transit Sytem Planning

Local Government: MARTA

Department: PLANNING

Telephone: 404) 848-5828 Henry Ikwut-Ukwa

Signature:

Date: 07/28/08

Please Return this form to:
Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hfleming@atlantaregional.com

Return Date: ***Jul 25 2008***

Developments of Regional Impact

DRI #1854

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

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

Local Government Information

Submitting Local Government:	Sandy Springs
Individual completing form:	Patrice S. Ruffin, AICP
Telephone:	770-206-1513
E-mail:	patrice.ruffin@sandyspringsga.org

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

Proposed Project Information

Name of Proposed Project:	Hammond Center
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Southeast quadrant of Hammond Drive and Peachtree-Dunwoody Road intersection.
Brief Description of Project:	Mixed-use consisting of 20,000 SF restaurants, 50,000 SF retail, 20,000 SF office, 120-room hotel (existing), and 395 apartments.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	Mixed-use consisting of 20,000 SF restaurants, 50,000 SF retail, 20,000 SF office, 120-room hotel (e
Developer:	Oxford Properties
Mailing Address:	One Overton Park
Address 2:	3625 Cumberland Blvd, Suite 500
	City:Atlanta State: GA Zip:30339
Telephone:	770-818-4072
Email:	bhargett@oxford-properties.com
Is property owner different from developer/ applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	Early Muntzing
Is the proposed project entirely located within your local government's jurisdiction?	○ (not selected) ○ Yes ○ No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	○ (not selected) ○ Yes ○ No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	☑ Rezoning ☐ Variance ☐ Sewer ☐ Water ☐ Permit ☐ Other
Is this project a phase or part of a larger overall project?	○ (not selected) ○ Yes ○ No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2010 Overall project: 2010

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Developments of Regional Impact

DRI #1854

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

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

Local Government Information

Submitting Local Government:	Sandy Springs
Individual completing form:	Patrice S. Ruffin, AICP
Telephone:	770-206-1513
Email:	patrice.ruffin@sandyspringsga.org

Project Information

Name of Proposed Project:	Hammond Center
DRI ID Number:	1854
Developer/Applicant:	Oxford Properties
Telephone:	770-818-ddd
Email(s):	bhargett@oxford-properties.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	○ (not selected) ○ Yes ○ No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	○ (not selected) ○ Yes ○ No

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

Economic Development

Estimated Value at Build-Out:	$75,600,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$608,000
Is the regional work force sufficient to fill the demand created by the proposed project?	○ (not selected) ○ Yes ○ No
Will this development displace any existing uses?	○ (not selected) ○ Yes ○ No

If yes, please describe (including number of units, square feet, etc): 10,000 SF of Medical Office Space, 10,000 SF of Restaurant Space, 20,000 SF of Retail Space, 50,000 SF of Office Space

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.17
Is sufficient water supply capacity available to serve the proposed project?	○ (not selected) ○ Yes ○ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?	○ (not selected) ○ Yes ○ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site:	Fulton County Public Works Department
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.15
Is sufficient wastewater treatment capacity available to serve this proposed project?	○ (not selected) ○ Yes ○ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?	○ (not selected) ○ Yes ○ No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	386 AM Trips, 586 PM Trips, 5,843 Daily Trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	○ (not selected) ○ Yes ○ No
Are transportation improvements needed to serve this project?	○ (not selected) ○ Yes ○ No

If yes, please describe below:Please refer to the traffic study performed by Kimley Horn and Associates.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	approx. 3,874 tons
Is sufficient landfill capacity available to serve this proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	○ (not selected) ○ Yes ○ No
If yes, please explain:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	approx. 90%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The project will include detention to mitigate storm water impacts and water quality BMP's.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	○ (not selected) ○ Yes ○ No
2. Significant groundwater recharge areas?	○ (not selected) ○ Yes ○ No
3. Wetlands?	○ (not selected) ○ Yes ○ No
4. Protected mountains?	○ (not selected) ○ Yes ○ No
5. Protected river corridors?	○ (not selected) ○ Yes ○ No
6. Floodplains?	○ (not selected) ○ Yes ○ No
7. Historic resources?	○ (not selected) ○ Yes ○ No
8. Other environmentally sensitive resources?	○ (not selected) ○ Yes ○ No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	

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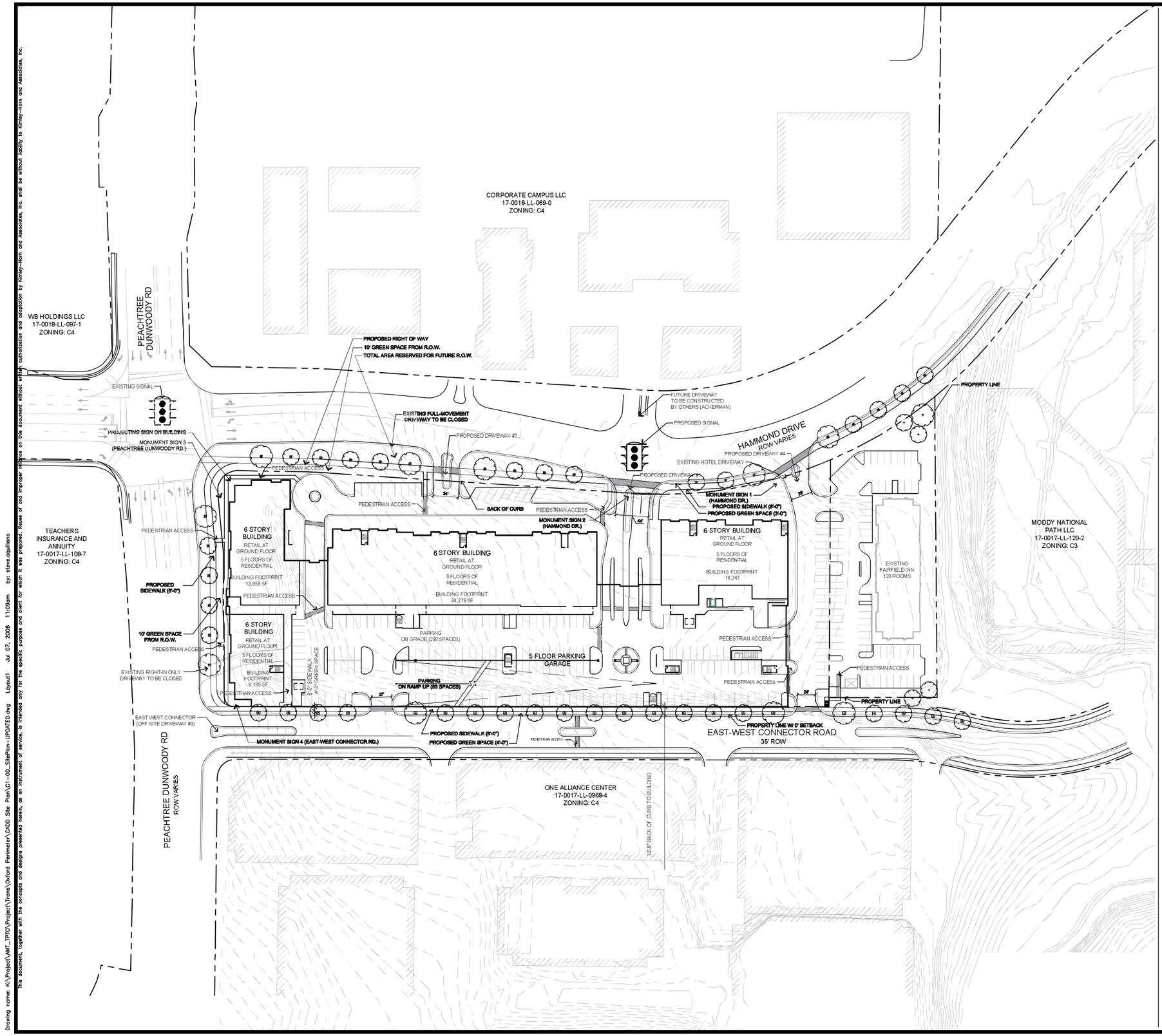


DEVELOPMENT SUMMARY

SITE ACREAGE 7.45 ACRES

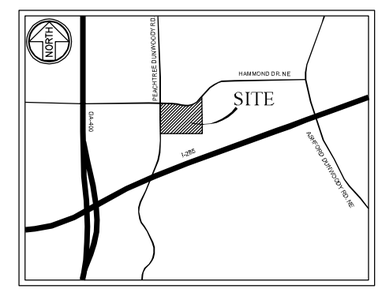
PROPOSED LAND USES

LAND USE	SQUARE FEET/UNITS
OFFICE SPACE	20,000 SF
RETAIL SPACE	50,000 SF
RESTAURANT SPACE	20,000 SF
APARTMENTS	395 UNITS

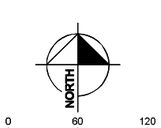
LAND USE	DENSITY
NON-RESIDENTIAL	0.28 FAR
RESIDENTIAL	53 DU/AC

EXISTING LAND USES
HOTEL 120 ROOMS

TOTAL PARKING REQUIRED 861 SPACES
TOTAL PARKING PROVIDED 1031 SPACES



Location Map



SCALE AS SHOWN

Kimley-Horn and Associates, Inc.
817 WEST PEACHTREE ST. NW
SUITE 601
ATLANTA, GEORGIA 30308-1121
Tel: (404) 419-8700
Fax: (404) 419-8701

No.	REVISIONS	DATE	BY

Oxford Perimeter

Fulton County, Georgia

OXFORD PROPERTIES
ONE OVERTON PARK
3625 CUMBERLAND BLVD.
ATLANTA, GA 30339
Contact: BILL HARGETT
(770) 818-4072

SCALE (H):	
SCALE (V):	
DESIGNED BY:	
DRAWN BY:	GPH
CHECKED BY:	CAW
DATE:	7/1/08
KHA PROJECT NO.:	019763000
SHEET NUMBER	