



REGIONAL REVIEW NOTIFICATION

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

DATE: Oct 20 2008

ARC REVIEW CODE: R810201

TO: CEO Vernon Jones
ATTN TO: Karmen White, DeKalb County
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: Perimeter Park South
Review Type: Development of Regional Impact

Description: The proposed Perimeter Park South is a mixed use development located on 19.84 acres in DeKalb County. The proposed development will consist of 636 apartment units, 108 townhomes, 40,000 square feet of office space and 31,500 square feet of retail space. The proposed development is located along Perimeter Park Drive, south of Interstate 285. This is a re-review of a previous DRI under the same name.

Submitting Local Government: DeKalb County
Date Opened: Oct 20 2008
Deadline for Comments: Nov 3 2008
Earliest the Regional Review can be Completed: Nov 19 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 CHAMBLEE
DEKALB COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF DORAVILLE

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METRO ATLANTA RAPID TRANSIT AUTHORITY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Jon Tuley, Review Coordinator, at (404) 463-3309. If the ARC staff does not receive comments from you by Nov 3 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> .



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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: **Perimeter Park South** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Jon Tuley, Atlanta Regional Commission

40 Courtland Street NE

Atlanta, GA 30303

Ph. (404) 463-3309 Fax (404) 463-3254

jtuley@atlantaregional.com

Return Date: Nov 3 2008

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Oct 20 2008

ARC REVIEW CODE: R810201

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs

FROM: Jon Tuley, Review Coordinator, Extension: 3-3309

Reviewing staff by Jurisdiction:

Land Use: Calvert, Brad

Transportation: Kray, Michael

Environmental: Santo, Jim

Research: Skinner, Jim

Aging: Rader, Carolyn

Name of Proposal: Perimeter Park South

Review Type: Development of Regional Impact

Description: The proposed Perimeter Park South is a mixed use development located on 19.84 acres in DeKalb County. The proposed development will consist of 636 apartment units, 108 townhomes, 40,000 square feet of office space and 31,500 square feet of retail space. The proposed development is located along Perimeter Park Drive, south of Interstate 285. This is a re-review of a previous DRI under the same name.

Submitting Local Government: DeKalb County

Date Opened: Oct 20 2008

Deadline for Comments: *Nov 3 2008*

Earliest the Regional Review can be Completed: Nov 19 2008

Response:

- 1) Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) The proposal does NOT relate to any development guide for which this division is responsible.
- 6) Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

Preliminary Report:	October 20, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Park South #1939
Final Report Due:	November 19, 2008		Comments Due By:	November 3, 2008

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Perimeter Park South is a mixed use development located on 19.84 acres in DeKalb County. The proposed development will consist of 636 apartment units, 108 townhomes, 40,000 square feet of office space and 31,500 square feet of retail space. The proposed development is located along Perimeter Park Drive, south of Interstate 285. This is a re-review of a previous DRI under the same name.



Previous proposal: The proposed Perimeter Park South is a mixed use development located on 17.7 acres in DeKalb County. The proposed development will consist of 665 residential units, which include live-work units, multi-family units, and townhomes, 70,000 square feet of office space, and an 8,000 square foot community center. The proposed development is located along Perimeter Park Drive, south of Interstate 285.

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 M (Industrial) and O-I (Office Industrial). The proposed zoning for the site is OCR. The DRI trigger for the site is the rezoning. Information submitted for the review states that the proposed development is designated as Highway Corridor DeKalb County's Future Development Map.

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

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

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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 to 1991) or as a DRI (1991 to present), within a mile radius of the proposed project.

YEAR	NAME
2003	Dunwoody Park Apts- Casden Properties
1985	Road Mixed Use

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

According to information submitted for the review, there is 159,210 square feet of office and 12,000 square feet of retail currently on the site that 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 an Urban Neighborhood. Urban Neighborhoods are defined as distinct areas that are located in an urban area that may have a small commercial component that serves the local area. The proposed development is consistent with many of Regional Development Policies, encouraging mixed use development and redevelopment with access to the regional transportation system. The proposed development is also intending to provide a variety of home styles and price ranges, including a work force housing element, that ensure housing for individuals and families of all incomes and age groups.

To create a safe and comfortable pedestrian environment, all buildings should be brought up to address the street and all parking lots should be placed behind buildings or screened from the street. Direct pedestrian connections should be created to cut down on car trips and promote walking between uses found on and adjacent to the site. Specifically, there should be direct pedestrian connections between the residential section and the commercial and office uses.

Driveways or other access points on New Peachtree Road should be limited to the existing access at Perimeter Park Drive and Perimeter Park South.

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PRELIMINARY 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.

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- 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.

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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 DeKalb County, southeast of the North Peachtree Road and Perimeter Park Drive intersection.

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 DeKalb County; however, the project is less than a mile from the City of Doraville and the City of Chamblee.

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.

To be 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 \$140,000,000 with an expected \$1,674,000 in annual local tax revenues.

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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?

To be determined during the review.

NATURAL RESOURCES

Watershed Protection and Stream Buffers

The property is in the Nancy Creek sub-basin of the Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. Any unmapped streams that may be located on the property would be subject to the requirements of the DeKalb stream buffer ordinance. Any state waters that may be on the property are subject to the State 25-foot erosion and sedimentation buffer requirements.

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 actual increases in loading amount. Based on the impervious coverage of the revised proposed project as shown in the submitted plans, commercial was selected 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	18.84	32.22	327.89	2035.15	18523.65	23.18	4.15
TOTAL	18.84	32.22	327.89	2035.15	18523.65	23.18	4.15

Total Impervious = 85%



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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

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

Four site driveways currently exist along Perimeter Park Drive and two exist along Perimeter Park South/East. Perimeter Park East is a public road that terminates near the south side of the development. The proposed site driveways will be in the general vicinity of the existing driveways. Driveway #1 is located on the east side of the property and provides access to some of the residential units. Driveway #2 is located approximately 560 feet west of Driveway #1, and Driveway #3 is located approximately 560 feet west of Driveway #2. Driveway #2 provides primarily residential access, while Driveway #3 provides access to residential, office, and retail uses. Driveway #4 provides access to the retail/restaurant uses primarily and is located approximately 115 feet west of Driveway #3 and 160 feet east of North Peachtree Road. Driveway #5 is intended to replace a piece of Perimeter Park South and provides access to residential, office, and retail uses. Driveway #6 is located approximately 130 feet south of Driveway #5 on Perimeter Park East and provides access to the residential component of the property. Perimeter Park East continues to the south and east, becomes a new public roadway, and provides access to the other residential driveways for the property.

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



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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
Apartments 636 Units	63	252	315	239	128	367	3,974
Townhomes 108 Units	9	46	55	43	21	64	684
General Office 40,000 SF	79	11	90	21	103	124	660
Retail Space 22,500 SF	39	25	64	112	122	234	2,576
Restaurant Space 9,000 SF	54	50	104	60	38	98	1,144
<i>Mixed-Use Reductions</i>	0	0	0	-44	-44	-88	-1,004
<i>Alternative Mode Reductions</i>	-5	-8	-13	-8	-8	-16	-162
<i>Pass-By Reductions</i>	0	0	0	-53	-53	-106	-1,186
Total New Trips	239	376	615	370	307	677	6,686

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.

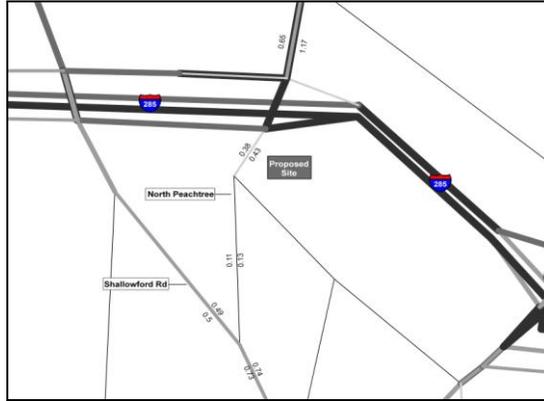
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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.

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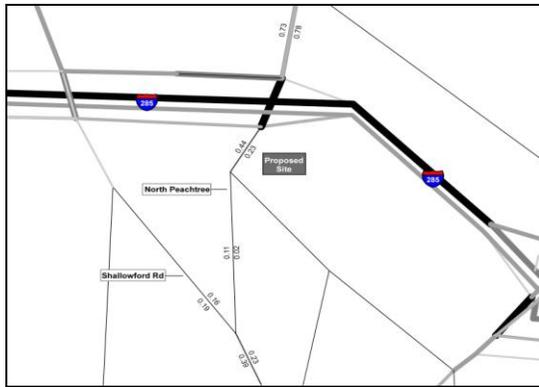
V/C Ratios



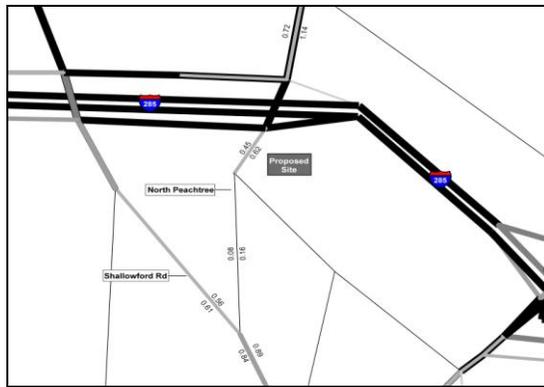
2010 AM Peak



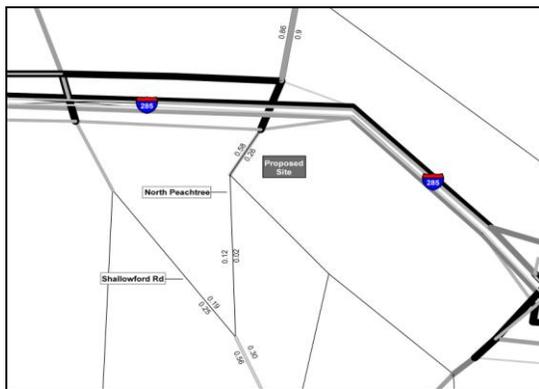
2010 PM Peak



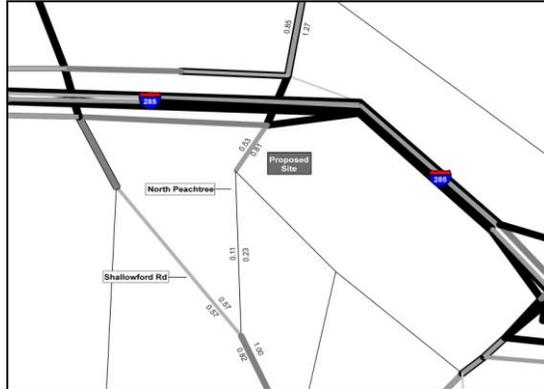
2020 AM Peak



2020 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

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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-910	SR 13 (Buford Hwy) from Pleasant Hill Road in Gwinnet County to MARTA Lindbergh Station in Atlanta	Arterial BRT	2030
AR-H-300	I-285 North from I-75 in Cobb County to I-85 in DeKalb County	Managed Lanes	2030
DK-AR-219A	I-285 North from SR 400 to North Shallowford Rd including the Ashford-Dunwoody Rd interchange	Interchange Capacity	2020
DK-AR-BP052	SR 41 (Peachtree Industrial Blvd) from McGaw Dr to Peachtree Rd North	Pedestrian Facility	2011

Envision6 RTP (Long Range Projects)*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	No Long Range Projects in the Area		

**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 Perimeter Park South.

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.

*I-285 Westbound Ramps / Cotillion Drive @ North Peachtree Road
(Subject to available right-of-way to implement these improvements)**

- Install an additional westbound through lane.
- Install an additional eastbound left-turn lane, creating dual left-turn lanes.

North Shallowford Road (south) @ North Peachtree Road

- Install a traffic signal, if warranted by projected volumes.

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* The intersection of North Peachtree Road at Cotillion Drive/I-285 WB Ramp is projected to operate at LOS F in both peak hours; therefore, improvements were identified to mitigate deficiencies in the operation of this intersection to reach LOS E conditions. In addition to not meeting the LOS standard, the westbound through and eastbound left-turn queues are projected to be significantly high. Adding a second westbound through lane and a second eastbound left-turn lane would improve the LOS and queues at this intersection. An additional through lane would require an additional westbound receiving lane just west of the intersection, and further right-of-way would be required west of the intersection to accommodate the additional eastbound left-turn lane. These improvements may be warranted; however, they are recommended subject to available right-of-way. Therefore, these improvements and the subsequent analysis are for informational purposes only.

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.

*I-285 Westbound Ramps / Cotillion Drive at North Peachtree Road
(Subject to available right-of-way to implement these improvements)**

- Install an additional westbound through lane.
- Install an additional eastbound left-turn lane, creating dual left-turn lanes.

I-285 Eastbound Ramps / Savoy Drive at North Peachtree Road

- Optimize signal timing splits to improve PM peak hour.

Perimeter Park Drive at North Peachtree Road

- Install a traffic signal, if warranted.

North Shallowford Road (south) at North Peachtree Road

- Install a traffic signal, if warranted.

Peachtree Industrial Boulevard at North Peachtree Road

- Optimize signal timing splits to improve AM peak hour.

* The intersection of North Peachtree Road at Cotillion Drive/I-285 WB Ramp is projected to operate at LOS F in both peak hours; therefore, improvements were identified to mitigate deficiencies in the operation of this intersection to reach LOS E conditions. In addition to not meeting the LOS standard, the westbound through and eastbound left-turn queues are projected to be significantly high. Adding a second westbound through lane and a second eastbound left-turn lane would improve the LOS and queues at this intersection. An additional through lane would require an additional westbound receiving lane just west of the intersection, and further right-of-way would be required west of the intersection to accommodate the additional eastbound left-turn lane. These improvements may be warranted; however, they are recommended subject to available right-of-way. Therefore, these improvements and the subsequent analysis are for informational purposes only.

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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 proposed development is located near the intersection of N. Peachtree road at Perimeter Park Drive. Currently, MARTA bus route 132 provides service to the site and connects the Chamblee and North Springs MARTA stations. Route 132 operates on 29-to 33-minute headways. The nearest MARTA bus stop is located approximately one tenth of a mile south of the site along North Peachtree Road.

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

No TDM strategies have been proposed by the developer.

The development **DOES NOT PASS** the ARC’s Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	6%	6%
Bike/ped networks connecting to land uses within and adjoining the site	3%	3%
	4%	4%
Total Calculated ARC Air Quality Credits (15 % reduction required)		13%

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. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections. The improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

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

- The developer should coordinate with MARTA to potential relocate and provide a covered bus shelter with appropriate amenities such as benches, lighting, and/or trash receptacles.

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INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.17 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 0.19 MGD based on information submitted for the review.



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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 985 tons of solid waste per year and the waste will be disposed of in DeKalb County.

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.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 744 new residential units.



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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 213.01. This tract had a 0.3 percent decrease in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 28 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating there 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.

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DRI #1939

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government:	DeKalb County
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
E-mail:	kswwhite@co.dekalb.ga.us

*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:	Perimeter Park
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	4251 N. Peachtree Road Chamble, GA 30341
Brief Description of Project:	Demolition of existing restaurant building

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	1.5 stories
Developer:	Julian LeCraw & Company
Mailing Address:	1575 Northside Drive
Address 2:	Building 100, Suite 200
	City:Atlanta State: GA Zip:30318
Telephone:	404-352-2800
Email:	davidb@lecraw.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, provide the following information:	Project Name: Perimeter Park, DeKalb County
	Project ID: 1663
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	5%
Estimated Project Completion Dates:	This project/phase: 9/2010 Overall project: 9/2014
<hr/>	
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DRI #1939

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information	
This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.	
Local Government Information	
Submitting Local Government:	DeKalb County
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
Email:	kswwhite@co.dekalb.ga.us
Project Information	
Name of Proposed Project:	Perimeter Park
DRI ID Number:	1939
Developer/Applicant:	Julian LeCraw & Company
Telephone:	404-352-2800
Email(s):	davidb@lecraw.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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	Approximately \$140,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Approximately \$1,674,000
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

any existing uses?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): Approximately 199,580 SF of office area and 12,000 SF of restaurant area	
Water Supply	
Name of water supply provider for this site:	DeKalb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.19 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	DeKalb County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.17 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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.)	AM Peak = 616 vph; PM Peak = 677 vph
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: Please refer to the Transportation Analysis performed by Kimley-Horn and Associates, Inc.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	985 tons/year
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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 80%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Grassed swales, underground detention, wet pond	

Environmental Quality

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

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