



# 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:** Mar 30 2013

**ARC REVIEW CODE:** R1303151

**TO:** Mayor Eva Galambos  
**ATTN TO:** Linda Abaray, Senior Planner  
**FROM:** Douglas R. Hooker, Executive Director  
**RE:** Development of Regional Impact Review

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.

**Name of Proposal:** 100 Northpark

**Submitting Local Government:** City of Sandy Springs

**Review Type:** Development of Regional Impact      **Date Opened:** Mar 15 2013      **Date Closed:** Mar 30 2013

**Description:** This project is located in the City of Sandy Springs, east of the GA 400 and Abernathy Road interchange and is bounded by Abernathy Road, Peachtree Dunwoody Road, Mount Vernon Highway, and GA 400. The project is a proposed mixed-use development on 14.3 acres and consisting of 1,500,000 square feet of office, 150,000 square feet of retail, 250 hotel rooms and 500 multi-family residential units.

This development site was included in two previous reviews. First as part of the North Park Town Center Area Plan Review in 1987 and then as part of the Northpark MUD DRI review in 2000.

**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.

**Comments:** Regional Context:

Due to this development's location within an LCI area and proximity to a transit station, the DRI review will be expedited.

According to the ARC Unified Growth Policy Map (UGPM) and the Regional Development Guide (RDG), the proposed 100 Northpark development is within the Perimeter Regional Center and is located along a Regional Employment Corridor.

The RDG states that the Region Core is the major economic, cultural and transportation hub of the region. This area is the densest in terms of employment, residential, and cultural offerings throughout the region, with the most developed transit service in the region. The Region Core can handle the most intense development due to the amount of infrastructure already in place; however this infrastructure may need improvements due to its age. The Region Core is in competition with other central city areas in the southeast. The region must work together to keep this area as competitive as possible in order to lure additional jobs and residents. With a growing regional population and growing congestion, this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options.

The RDG states that Regional Centers have 10,000 jobs or more in approximately four square miles. People travel from around the region to these centers for employment, shopping and entertainment.

The RDG states that Regional Employment Corridors represent the densest development outside of the Region Core. The Regional Employment Corridors connect the various Regional Centers and the Region Core via existing or planned high capacity transportation facilities.

These areas need to increase in housing or job density, and focus primarily on improving connectivity between Regional Centers and the Region Core. These areas often buffer the denser parts and the less dense parts of the region. These areas often face greater peak hour congestion, therefore transit station areas and transit ROW need to be preserved within Regional Employment Corridors.

There is a lack of accessible public greenspace within Regional Employment Corridors which affects the area's aesthetics and overall quality of life for residents and workers.

The proposed development is also within the Perimeter Center Livable Centers Initiative (LCI) area. In 2011, ARC funded a supplemental study in this LCI area to develop a Commuter Trail System Master Plan. This master plan identified two projects that this development would impact. Project A06 is an eastbound sidepath within the Right of Way along Abernathy to Peachtree Dunwoody, and Project A15 is a west bound sidepath with an easement. Currently these projects are not shown on the site plan. In the ideal scenario these projects would be constructed at the same time as the development. If that cannot be arranged then at a minimum the development should not impact the future construction of these trails. Both of these projects would increase the connections to the Sandy Springs MARTA station and provide connections to the already developed bike lanes on Perimeter Center West.

#### Observations:

The proposed 100 Northpark is proposed for site within one of the largest employment centers in the region, Perimeter Center. This employment center is characterized by high density development, mixed-use conditions, and transit accessibility with several MARTA rail stations.

The development site itself is proposed within the "walkshed" of the Sandy Springs MARTA rail station. There are existing sidewalks on two sides of the development site and crosswalks across Abernathy Road and Peachtree Dunwoody Road. The developer has indicated that sidewalks, bike racks and other bicycle and pedestrian facilities will be provided within the site.

#### Recommendations:

During the review, ARC received comments from GDOT regarding a planned improvements to GA 400 which is adjacent to the proposed development site. These comments are attached and ARC encourages the City of Sandy Springs, the developer, and GDOT to work together to better understand how these two projects may impact each other. If desired, ARC can convene a meeting of all parties to discuss this issue.

In order to encourage residents and office workers to use alternative modes, bicycle and pedestrian facilities should be improved or provided where appropriate. This includes improving access within the site and across Abernathy Road and Peachtree Dunwoody Road. Additionally, the developer should investigate the possibility of providing shared parking, parking for car sharing, parking for carpooling, as well as bicycle parking, lockers, and showers.

Where parking garages are proposed, they should be located away from the street, behind or beside buildings, and screened from view. Additionally, stormwater runoff from these facilities should be considered and mitigated with the use of pervious materials or water collection systems.

Care should be taken throughout the design process to ensure that the development promotes visually interesting, functional, and comfortable street front experience on all streets in and around the project.

See additional comments as well as relevant sections of the Regional Development Guide which are attached.

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

ARC LAND USE PLANNING

ARC DATA RESEARCH

GEORGIA DEPARTMENT OF NATURAL RESOURCES

METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC TRANSPORTATION PLANNING

ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION

FULTON COUNTY SCHOOLS

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

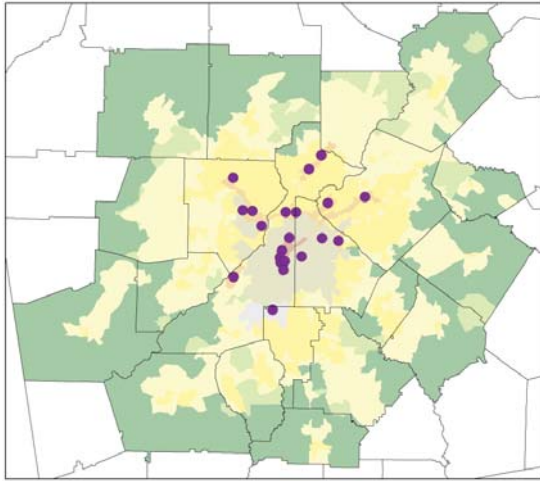
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

CITY OF DUNWOODY

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or [jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com). This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.

# Regional Centers



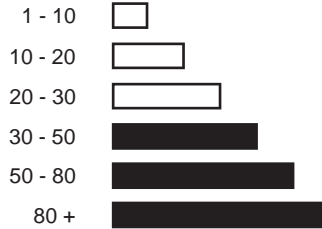
## Defining Narrative and Place Issues

Regional Centers, shown in purple, have 10,000 jobs or more in approximately four square miles. People travel from around the region to these centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. Some Regional Centers could also be considered “Edge Cities,” developed in a suburban, auto-oriented way. They have limited multi modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs.

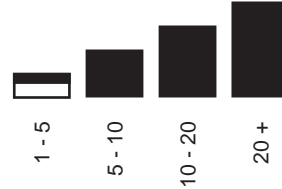
Some Regional Centers may have high concentrations of logistics or industrial uses. The retention of these uses is a key regional strategy. While some housing and other uses can be added, special attention should be given to reducing the impacts these will have on the existing logistics/industrial uses.

## Recommended Densities

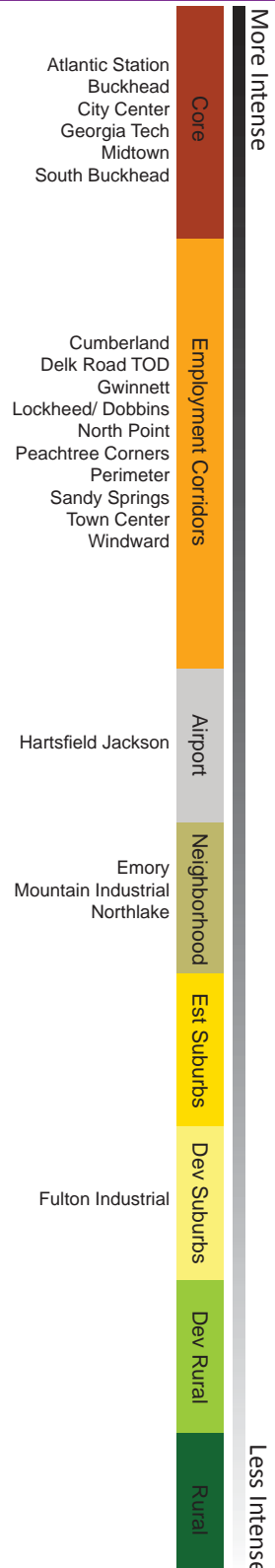
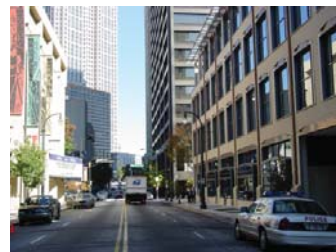
30 to 80+ Units Per Acre  
Based on Transit and Infrastructure



2 to 20+ Stories Based on Local Context



estimation of gross density - actual density may vary





### Implementation Priorities

Priorities apply to both Places, unless the name of the Place is specifically identified for a given measure



- Prioritize preservation, expansion, and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities
- Incorporate appropriate end-of-trip facilities, such as bicycle racks, showers/locker rooms, etc., within new and existing development
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation (cars, transit, bicycles and pedestrians)
- Incorporate design guidelines that will foster a multi-modal environment
- Increase multi-modal options and improve bike/ped facilities
- Maintain connectivity to and through Regional Centers



- Promote access to continuing education, post-secondary learning and vocational training in conjunction with existing developments in high employment centers
- Promote public safety efforts to create a lively and safe 24 hours community



- Encourage vertically and horizontally integrated mixed use developments that are well-connected to the regional transportation system
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and redevelopment of existing sites
- Encourage intense development to optimize existing infrastructure that includes energy efficient, environmentally friendly design elements and standards
- Development should support existing and planned transit
- Establish appropriate transitions and buffers between less intense areas with transitional zones using height plane standards in the Regional Centers and Community Activity Centers
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs
- Consider revised development codes and regulations that utilize standards such as Floor Area Ratio (FAR) to maximize the development of existing and proposed projects



- Improve the efficiency of existing buildings using energy audits, retro-commissioning, and building envelope enhancements
- Encourage the use of outdoor lighting fixtures in public spaces that have energy saving features such as solar cells, full cut-off fixtures, etc
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent

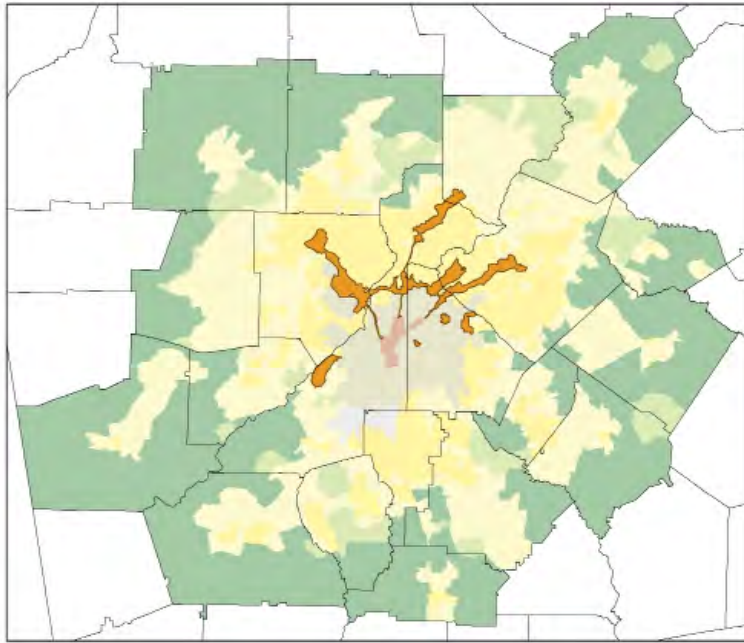


- Identify and understand the implications of higher land and infrastructure costs in the Regional Centers relative to the development of transportation, water, sewer and stormwater infrastructure

#### DRI NOTE

If a proposed development is similar to a **Community Activity Center** in size and character, it should be developed in line with the principles and guidelines outlined here. Special attention should be paid to creating a true, diverse urban environment with a mix of uses, an excellent pedestrian environment, new roads developed at public standards, applicable transit facilities including bus stops, park-n-ride lots, as well as improving access to these facilities. Rather than being developed as a single use project, these new centers will have multiple uses or functions and operate similar to Town Centers. The scale and character of this new district should align with that of the surrounding community.

# Regional Employment Corridors

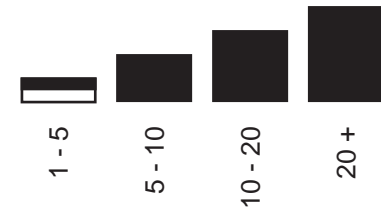


## Recommended Densities

### 10 to 80+ Units Per Acre



### 3 to 20+ Stories Based on Local Context



*estimation of gross density - actual density may vary*

## Defining Narrative and Area Issues

Regional Employment Corridors, shown in orange, represent the densest development outside of the Region Core. The Regional Employment Corridors connect the various Regional Centers and the Region Core via existing or planned high capacity transportation facilities.

These areas need to increase in housing or job density, and focus primarily on improving connectivity between Regional Centers and the Region Core. These areas often buffer the denser parts and the less dense parts of the region. These areas often face greater peak hour congestion, therefore transit station areas and transit ROW need to be preserved within Regional Employment Corridors.

There is a lack of accessible public greenspace within Regional Employment Corridors which affects the area's aesthetics and overall quality of life for residents and workers.

## Places within the Area



# Regional Employment Corridors



## Implementation Priorities



- Establish strategies for improved road design, such as establishing minimum connections to existing road networks and evaluating excess capacity of existing roads
- Enhance pedestrian connectivity across streets through design standards such as shorter blocks, mid-block crossings, shorter crossing distances, ADA compliance and other measures
- Prioritize preservation of existing transit, increase frequency and availability of transit options, and increase access to circulators through Regional Employment Corridors
- Improve general operations and local and regional service needs within Regional Employment Corridors
- Explore options for innovative parking management strategies, including shared parking
- Incorporate appropriate end-of- trip facilities, such as bicycle racks, showers/ locker rooms, etc, within new and existing development
- Develop and implement access management plans along major thoroughfares
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation (cars, transit, bicycles and pedestrians)
- Increase numbers of bicycle commuters and recreational riders through implementation of bicycle lanes, paths, bike parking and safety and encouragement programs



- Promote access to continuing education, post-secondary learning and vocational training in conjunction with existing developments in high employment centers
- Promote awareness of resources available to enhance public safety efforts, such as use of off duty police officers



- Encourage compact infill development, redevelopment and adaptive reuse with vertically and horizontally integrated mixed use developments that are well connected to the regional transportation system and create a range of housing options to accommodate all sectors of the workforce
- Establish appropriate transitions and buffers between less intense areas in Regional Employment Corridors and establish transitional zone areas that include height plane standards
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and the redevelopment of existing sites

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# Regional Employment Corridors

## Implementation Priorities, continued



- Improve the efficiency of existing buildings using energy audits, retro-commissioning, and building envelope enhancements
- Encourage the use of outdoor lighting fixtures in public spaces that have energy saving features such as solar cells, full cut-off fixtures, etc
- Retrofit existing areas and enhance new development by the use of alternative designs and materials to minimize impervious surfaces to the greatest possible extent
- Encourage greyfield redevelopment over greenfield development for commercial, office, and retail establishments



- Identify and understand the implications of higher land and infrastructure costs in the Regional Employment Corridors relative to the development of transportation, water, sewer and stormwater infrastructure



## MEMORANDUM

**TO:** Jon Tuley, Land Use Division

**FROM:** Marshall Willis, Transportation Access and Mobility Division

**DATE:** March 28th, 2013

**SUBJECT:** **Transportation Division Review of DRI # 2334**

Project: 100 Northpark

County: Fulton

Location: Tax PIN: 17 0019 LL 059 (Abernathy Road, Peachtree Dunwoody Road, Mt. Vernon Road, GA 400)

Analysis:

Expedited

☒

Non-Expedited

☐

**cc:** David Haynes  
TAMD

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The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review Process. The applicant proposes to construct 500 residential apartment units, 1,500,000 square feet of office space, 150,000 square feet of retail space, and a 250 room hotel, with a total of 4,900 parking spaces. The site is bordered by Abernathy Road, Peachtree Dunwoody Road, Mt. Vernon Road, and GA 400 in the City of Sandy Springs. Additionally, the site is located within two existing LCI study areas. The expected build-out year is 2017.

## INFRASTRUCTURE

### Transportation

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

Site access will be served via four locations. The primary access point is at Mt. Vernon Highway/Crestline Pkwy. There are two additional proposed access points on Mt. Vernon Highway: at the SW corner of the site, as well as between the primary access point and Peachtree Dunwoody Road. A fourth access point is located on Peachtree Dunwoody Road.

**How much average daily traffic will be generated by the proposed project?**

The preliminary figures – assuming a 1.0% traffic growth until through 2022 – suggest 7,781 daily ingress and egress trips. Internal capture for mixed use, as defined by the ITE Trip Generation Manual, decreases trips by 10.32%. An additional trip reduction of 20% was taken for the site's proximity to MARTA, as well as pass-by reductions. Total expected trips were reduced from a gross total 12,295 to 7,781 net trips when taking into account the above reductions.

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

**PLAN 2040 RTP (Long Range Projects)\***

ARC Number	<u>Route and Description</u>	Type of Improvement	Scheduled Completion Year
AR-409A	I-285 North Corridor High Capacity Rail Service – <b><i>Protective Right of Way Acquisition</i></b> from Cumberland to Perimeter Center	Transit / Rail Capital	2030
AR-410A	I-285 North Corridor High Capacity Rail Service – <b><i>Protective Right of Way Acquisition</i></b> from Perimeter Center to Norcross	Transit / Rail Capital	2030
AR-ML-200	I-285 North Managed Lanes and CD Improvements – I-75 North to I-85 North	Roadway / Managed lanes	2040
AR-ML-300	SR 400 Managed Lanes – I-285 North to McFarland Road	Roadway / Managed Lanes	2040
DK-400	I-285 North at Ashford Dunwoody Road	Roadway / Interchange Upgrade	2040
DK-401	I-285 North Collector/Distributor Lanes – Ashford Dunwoody Road to SR 141 (Peachtree Industrial Blvd)	Roadway / Interchange Capacity	2030
FN-221	Johnson Ferry Road Capacity and Operational Improvements – Ferry Drive to Mount Vernon Highway	Roadway / General Purpose Capacity	2020
FN-260	SR 9 (Roswell Road) Pedestrian Improvements – Cliftwood Drive to Hammond Drive	Last Mile Connectivity / Pedestrian Facility	2015
FN-267	Hammond Drive Widening – SR 9 (Roswell Road) to Glenridge Drive	Roadway / General Purpose Capacity	2030
FN-275	Sandy Springs Circle Pedestrian Facilities Phase II – Hammond Drive to SR 9 (Roswell Road)	Last Mile Connectivity / Pedestrian Facility	2020
FN-282	SR 9 (Roswell Road) – ITS System Expansion/ Congestion Reduction and Traffic Flow Improvements – Atlanta City Limits to Abernathy Road	Roadway / Operations & Safety	2020
FN-AR-100A	SR 400 Addition of 4-Lane Collector/ Distributor System – Hammond Drive to Spalding Drive	Roadway / General Purpose Capacity	2030
FN-AR-BP104	SR 9 (Roswell Road) Pedestrian Improvements – Abernathy Road to Johnson Ferry Road	Last Mile Connectivity / Pedestrian Facility	2015

*\*The ARC Board adopted the PLAN 2040 RTP and FY 2012-2017 TIP on July 27<sup>th</sup>, 2011.*



**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 site is not directly served by transit. The Sandy Springs MARTA rail station is approximately 225 yards from the subject site and the applicant proposes installing new sidewalks along Mt. Vernon Highway that will provide continuous pedestrian accessibility to the MARTA station.

**What other issues should be considered during the traffic study or in general for the proposed development?**

The developer should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is located along or near the following:

- National Highway System: GA 400
- Regional Strategic Transportation System – Principal Arterial: GA 400
- Regional Strategic Transportation System – Principal Arterial: SR 9 (Roswell Road)
- Regional Strategic Transportation System – Principal Arterial: Abernathy Road
- Regional Strategic Transportation System – State Road: SR 947 (Peachtree Dunwoody Road / Abernathy Road)
- Regional Strategic Transportation System – State Road: SR 9 (Roswell Road)
- Regional Strategic Transportation System – State Road: GA 400
- Regional Thoroughfare Network: Hammond Drive NE / Glenridge Drive NE
- Regional Thoroughfare Network: SR 9 (Roswell Road)

#### Pedestrian Safety and Bike Infrastructure

- The Perimeter Community Improvement District currently has a Commuter Trail System Plan with identified facilities recommended to service streets near and adjacent to the subject site. Please work with the Perimeter CID to ensure the development plans are complimentary to the Commuter Trail System Plan.
- Due to the proximity to the MARTA station, please ensure there are bike facilities on site to accommodate bike commuters and retail patrons who use a bike to access the development.
- There is a proposed development for the parcel east of the subject site, directly across Peachtree Dunwoody Road; the applicant should work with the developer of this site to ensure that adequate and easy pedestrian access between these two developments and the MARTA station is facilitated.

#### Parking Facilities

- Because of the wide variety of uses in this development, there may be an opportunity for shared parking and a reduction of total spaces needed.

#### Transit-Supporting Facilities

- ARC is aware of requests from local government(s) for direct access to the Sandy Springs MARTA station. One such request related to a subterranean facility. As an intermediate proposal, the applicant should consider designing and constructing the development so the possibility exists of connecting to a future subterranean network of links to the MARTA station, should other developments in closer proximity to the station began to build initial elements of such a network. Any opportunities for improving future connectivity with the Sandy Springs MARTA in a cost-effective manner should be explored and evaluated.

**100 NORTHPARK DRI**  
**City of Sandy Springs**  
**Natural Resources Division Review Comments**  
**March 12, 2013**

**Stream Buffers and Watershed Protection**

The project property is within the Chattahoochee River Corridor watershed, but it is not within the 2000-foot Chattahoochee River Corridor. The Chattahoochee Basin upstream of Peachtree Creek is also a large water supply watershed (over 100 square miles). Under the Part 5 Criteria of the 1989 Georgia Planning Act, the only requirements in a large water supply watershed without a water supply reservoir are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of an intake.

The USGS coverage for the project area shows no streams on or near the project property. Any unmapped streams on the property will be subject to the City's stream buffer ordinance. Any state waters on the property will be subject to the State Erosion and Sedimentation Act 25-foot stream buffer, which is administered by the Environmental Protection Division of Georgia DNR.

**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. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates 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 the results of regional stormwater monitoring data from the Atlanta Region. Office/light industrial was used for this project, based on the overall uses and the proposed impervious coverage. Actual pollutant loadings will depend on the actual impervious coverage developed on the property and may differ from the figures shown. The following table summarizes the results of the analysis:

**Estimated Pounds of Pollutants per Year**

<b>Land Use</b>	<b>Land Area (ac)</b>	<b>Total Phosphorus</b>	<b>Total Nitrogen</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
Office/Light Industrial	14.31	18.46	245.13	1631.34	10131.48	21.18	2.72
<b>TOTAL</b>	14.31	18.46	245.13	1631.34	10131.48	21.18	2.72

**Total impervious:      70%**

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://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.



# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • [www.atlantaregional.com](http://www.atlantaregional.com)



## DEVELOPMENT OF REGIONAL IMPACT 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: **100 Northpark** See the Preliminary Report.

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

The Georgia Department of Transportation has two projects in this area. A collector-distributor system and managed lanes are proposed along this part of SR 400. These projects will likely involve widening SR400 to the east; however, both improvements are still in the project development stage and final locations have yet to be determined. Marlo Clowers is the GDOT Project Manager for both projects. Please feel free to contact her at [mclowers@dot.ga.gov](mailto:mclowers@dot.ga.gov) or (404) 631-1713 for further coordination.

Individual Completing Form:

Julia Billings

Local Government:

Department:

GDOT office of Planning

Telephone: ( )

404-631-1774

Signature:

Julia Billings

Date:

3-26-13

**Please return this form to:**

Jon Tuley, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-3307 Fax (404) 463-3254  
[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)

Return Date: Mar 30 2013

**Jonathan Tuley**

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**From:** VanMeter, Darryl <dvanmeter@dot.ga.gov>  
**Sent:** Friday, March 29, 2013 4:07 PM  
**To:** Jonathan Tuley  
**Cc:** Billings, Julia; Clowers, Marlo; McMurry, Russell; Copeland, Howard (Phil); Fowler, Matthew; Carr, Toby  
**Subject:** RE: DRI - SR 400 at Abernathy  
**Attachments:** Abernathy\_400\_RWcheck\_e.pdf; 721850\_0030.pdf

Mr. Tuley,

Based on my expedited review today, I do have some concerns on the DRI.

Please see the attached file which shows the proposed SR 400 CD project overlaid on the DRI development. There are a couple of major issues/inconsistencies to point out that should be explored further before proceeding, in my opinion.

- The existing ROW along SR 400 that is shown in both the DRI and in Fulton County GIS appears different than the existing ROW shown in the SR 400 CD project. The DRI shows about an extra 60' strip of property along SR 400. The CD project's identification of existing right of way is shown in dashed blue in the attached file. It appears that the property limits match for this property along 3 of the 4 sides, but not along SR 400. It should be noted that the existing L/A fence may or may not follow the actual existing ROW.
- The proposed DRI does not appear to have been designed to reflect the RW or easement needs from the approved R/W plans for the SR 400 CD project. The required RW from those plans is shown in solid red (for illustration only) and the easements are in solid orange in the attached file. If what this overlay shows is correct, there will be significant impacts to the retail areas, one of the proposed office buildings, and to driveway #3, based on the GDOT Acquisition.

Since the CD project has an approved environmental document and approved right of way plans, these issues should be looked into immediately. The parcel is identified as Parcel 23 (ROW Sheet Attached) on the ROW plans for the CD project (PI 721850). This parcel has not been acquired as of this date, according to my research.

This represents the best information I have available.

This completes my cursory review of the DRI.

Thank you,

*Darryl D. VanMeter, P.E.  
State Innovative Program Delivery Engineer  
GDOT Office of Innovative Program Delivery  
One Georgia Center  
600 W. Peachtree Street, NW, 19th Floor  
Atlanta, Georgia 30308*

*Office 404-631-1703  
Mobile 404-694-3511  
fax 404-631-1136*

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**From:** Fowler, Matthew  
**Sent:** Thursday, March 28, 2013 12:29 PM  
**To:** VanMeter, Darryl

**Cc:** Billings, Julia; Clowers, Marlo  
**Subject:** DRI - SR 400 at Abernathy

Darryl,

At a meeting with ARC earlier this morning, ARC brought up a Development of Regional Impact (DRI) in the southeast corner of SR 400 and Abernathy. I mentioned to ARC that we did receive the DRI review, noted the SR 400 ML and CD projects and provided Marlo's contact information. I think Julia and Marlo discussed this DRI briefly together.

ARC stated that this DRI is going through an "expedited review" and could you take a look at the attached layout (last page of the first document) and see/guess how close it is to the CD and ML projects and send them any more detailed comments (if warranted) by this Friday? Russell was in the meeting with us and ARC and suggested we send this along to you, since Marlo is still out sick.

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**From:** Billings, Julia  
**Sent:** Tuesday, March 26, 2013 12:51 PM  
**To:** Clowers, Marlo  
**Cc:** 'jtuley@atlantaregional.com'; Fowler, Matthew  
**Subject:** RE: Contact Info for DRI Review

Marlo,

I sent ARC my comments on the 100 Northpark DRI along with your contact information. Jon Tuley at ARC wanted to make sure you had received the DRI report, so I've attached it along with my comments. He indicated that ARC's transportation staff might need to contact you with questions during this process.

Here is his contact information:

Jon Tuley, AICP  
Principal Planner

**Atlanta Regional Commission**  
**regional impact + local relevance**

40 Courtland Street, NE  
Atlanta, Georgia 30303-2538  
P | 404.463.3307  
F | 404.463.3254  
[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)  
[atlantaregional.com](http://atlantaregional.com)

Thank you,

Julia Billings  
Georgia Department of Transportation, Office of Planning  
600 West Peachtree Street NW, 5th floor  
Atlanta, GA 30308  
(404) 631-1774

---

**From:** Clowers, Marlo  
**Sent:** Tuesday, March 26, 2013 9:41 AM  
**To:** Billings, Julia  
**Subject:** Re: Contact Info for DRI Review

Julia, I am aware of the development. Actually, we had a coordination meeting earlier. I have no problem with you giving them my contact information.

---

**From:** Billings, Julia  
**Sent:** Tuesday, March 26, 2013 09:28 AM  
**To:** Clowers, Marlo  
**Cc:** Fowler, Matthew  
**Subject:** Contact Info for DRI Review

Marlo,

The Planning Office routinely reviews DRI preliminary reports, and recently I received one for a mixed-use development just east of SR 400 near Abernathy Rd, Peachtree Dunwoody Rd, and Mt. Vernon Hwy (see map attached). If it's alright with you, I wanted to include your contact information in my response to ARC since you are the PM for the CD and managed lane projects on 400.

Thanks,

Julia Billings  
Georgia Department of Transportation, Office of Planning  
600 West Peachtree Street NW, 5th floor  
Atlanta, GA 30308  
(404) 631-1774

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In FY 12, Georgia DOT delivered 83% of projects managed solely by GDOT through streamlining of planning, environmental, engineering, right of way, funding and construction processes. This is the highest delivery rate since 2009.

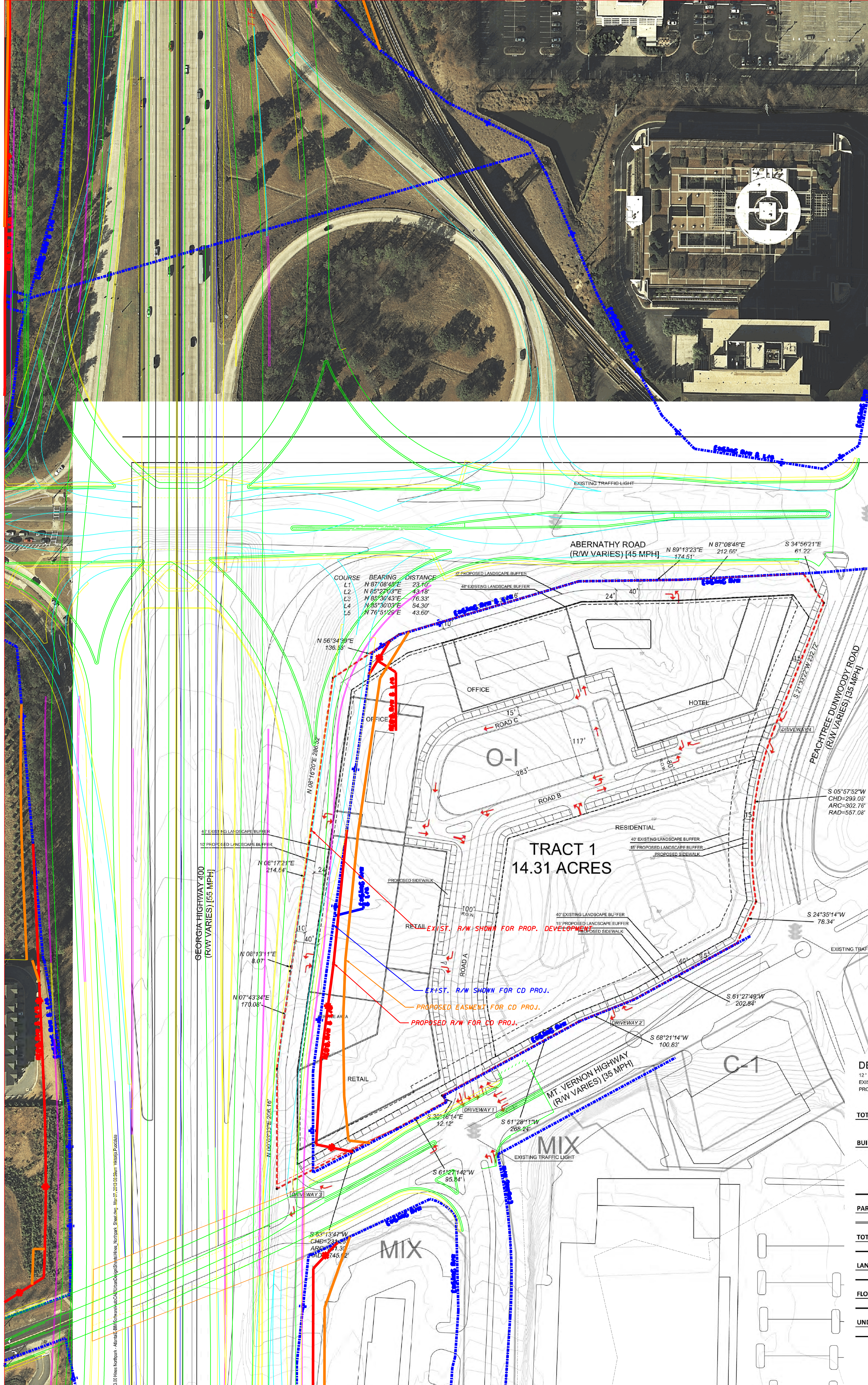
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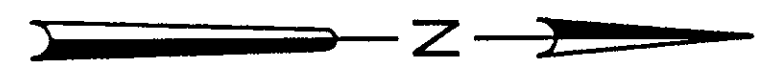








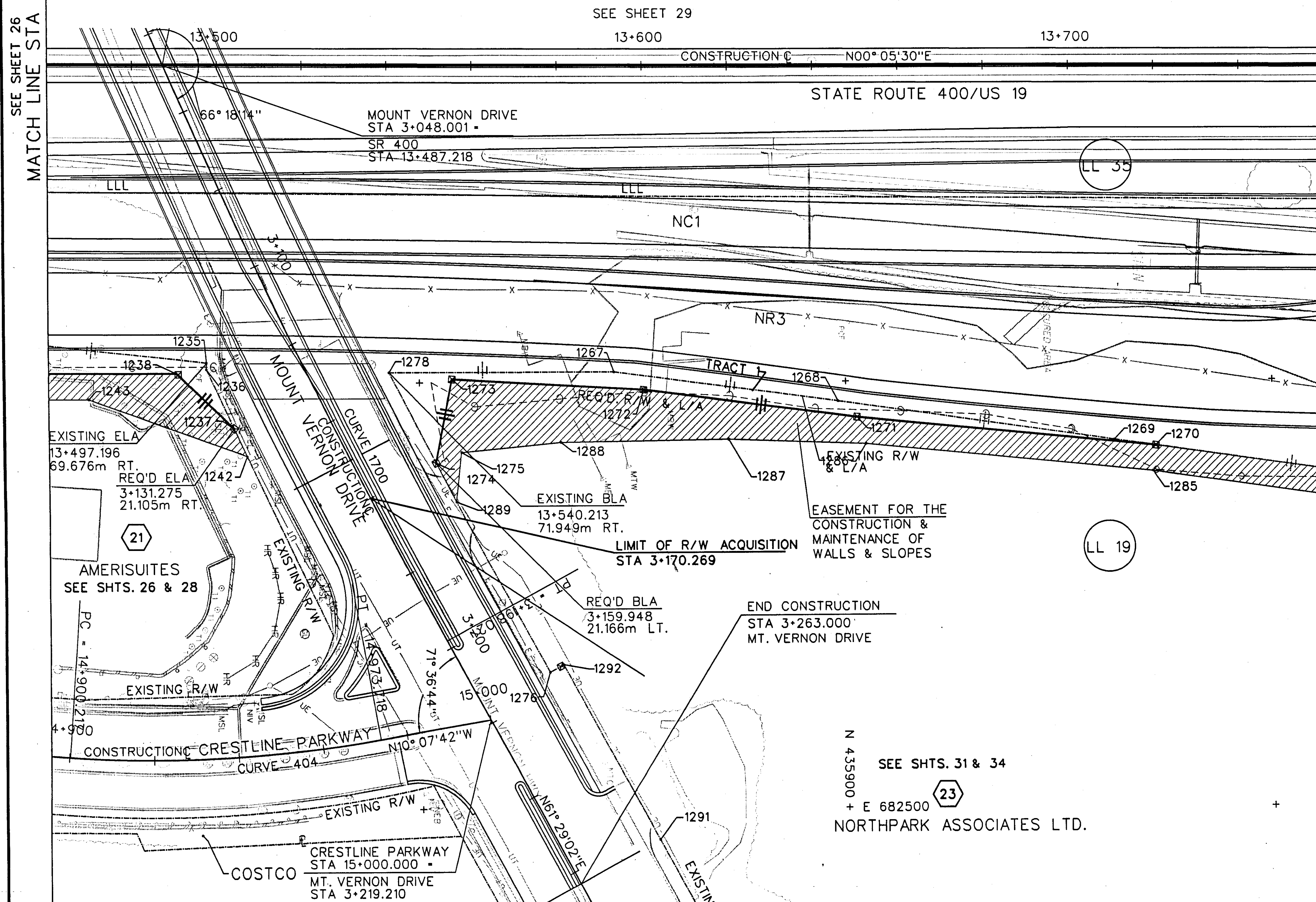
STATE	PROJECT NUMBER	SHEET NO.	TOTAL
GA.	NH-056-1(52)	30	77



NOTE: STATIONS AND OFFSETS ARE LOCATED FROM THE CONSTRUCTION CENTERLINE UNLESS OTHERWISE STATED.

SEE SHEET 26  
MATCH LINE STA 13+460

MATCH LINE STA 13+760  
SEE SHEET 34



P.O.T. STA 13+500.000 N 435752.718 E 682325.611  P.O.T. STA 13+700.000 N 435952.718 E 682325.932		DATE	REVISIONS	DATE	REVISIONS	LAND LOT NO. 19, 35	GEORGIA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP PROJECT NH-056-1(52) COUNTY FULTON DATE 12/16/97 SH 30 OF 77
		4/28/98	GENERAL REVISION			LAND DISTRICT 17	
						GMD	

**From:** Hood, Alan C. <achood@dot.ga.gov>  
**Sent:** Friday, March 08, 2013 9:03 AM  
**To:** Jonathan Tuley  
**Cc:** Comer, Carol; Sands, Carla Jo; Cevallos, Peter Paul Jr.; Eleam, Katie; Mike Van Wie (mvanwie@dekalbcountyga.gov)  
**Subject:** RE: DRI Pre-Review Meeting March 11, 2013 - 100 Northpark (Sandy Springs. DRI #2334)

Jon,

The proposed mixed-use development on 14.3 acres and consisting of 1,500,000 square feet of office, 150,000 square feet of retail, 250 hotel rooms and 500 multi-family residential units is approximately 4.3 miles north west of the DeKalb – Peachtree Airport (PDK). It appears to be outside of the airport's approach areas and Runway Protection Zones, as well as compatible land use areas, but the proposed site is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The Federal Aviation Administration (FAA), in accordance with Part 77.9, requests that a Form 7460-1 be filed with their office. That may be done online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. The FAA must be in receipt of the notification, no later than 45 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mr. Mike Van Wie with DeKalb – Peachtree Airport on this email.

Thank you for the opportunity to comment on the proposed development.

**Alan Hood** | Airport Safety Data Program Manager  
Georgia Department of Transportation - Aviation Programs  
600 West Peachtree Street, N.W. | 9th Floor | Atlanta, Georgia 30308  
T: 404-631-1343 | F: 404-631-1414 | M: 404-660-3394 | E: [achood@dot.ga.gov](mailto:achood@dot.ga.gov)

View our website at <http://www.dot.ga.gov/aviation>

---

**From:** Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]  
**Sent:** Thursday, March 07, 2013 8:28 AM  
**To:** 'jud.turner@gaepd.org'; Allen, Patrick; VanDyke, Cindy; Ware, Alan; Williams, Michael V.; Comer, Carol; Lobdell, Mike; Walker, Steven; Cautela, Daphne; 'wstinson@itsmarta.com'; 'lbeall@grta.org'; 'BDennard@grta.org'; 'DRI@grta.org'; 'Crocker, John'; 'Floyd, Greg'; 'Jon West'; 'PDickerson@SandySpringsga.gov'; 'LAbaray@SandySpringsga.gov'; 'Wescott, Kristen'; 'Steve.Dush@dunwoodyga.gov'; 'John.Walker@kimley-horn.com'; 'jennifer.johnson@kimley-horn.com'; 'bedwards@sandysprings.ga.gov'; [nvh@cobbandhyre.com](mailto:nvh@cobbandhyre.com); 'don.mabry@simpsonhousing.com'; 'john.heagy@hines.com'; [michael.wanko@kimley-horn.com](mailto:michael.wanko@kimley-horn.com); 'mark.ferris@hines.com'; 'vikram.mehra@hines.com'  
**Cc:** Landuse; Jane Hayse; [SDunn@atlantaregional.com](mailto:SDunn@atlantaregional.com); David Haynes; Marshall Willis; Mike Alexander; Jim Skinner  
**Subject:** DRI Pre-Review Meeting March 11, 2013 - 100 Northpark (Sandy Springs. DRI #2334)

### **Development of Regional Impact Pre-Review Meeting Notification**

This e-mail serves as notice that Atlanta Regional Commission (ARC) staff has reviewed the information submitted for the proposed **100 Northpark** development and finds that based on the information submitted, the proposed development may qualify as a Development of Regional Impact (DRI), as defined by Georgia Department of Community Affairs (DCA) rules.

ARC staff will hold pre-review meetings on **Monday, March 11, 2013, at 2:00pm, in the Executive Conference Room at ARC's offices** to discuss this development project, determine if DRI review is warranted, determine what additional information will be needed to initiate the review, and discuss the review timeline. We request that you or a member of your staff attend the pre-review meeting to review the initial proposals. If you are the

applicant/ developer, or the developer's representative, you must attend this meeting. Please send us relevant information related to the project, including a digital copy of the site plan, prior to the meeting.

**100 Northpark (DRI #2334)** - This project is located in the City of Sandy Springs, east of the GA 400 and Abernathy Road interchange and is bounded by Abernathy Road, Peachtree Dunwoody Road, Mount Vernon Highway, and GA 400. The project is a proposed mixed-use development on 14.3 acres and consisting of 1,500,000 square feet of office, 150,000 square feet of retail, 250 hotel rooms and 500 multi-family residential units. For more information on this project, please visit the [DCA website](#) or contact our offices. Additional information on this project will be provided at the pre-review meeting.

We are hopeful that any concerns your agency or organization might have about the development can be identified at this meeting. All interested parties are welcome to attend. Please let me know if you have any questions about the meeting.

For more information regarding the DRI process and the information needed for the review, please see the [DRI website](#).

For directions to the Atlanta Regional Commission, please visit the [ARC website](#).

Thanks,

Jon Tuley, AICP  
Principal Planner

**Atlanta Regional Commission**  
**regional impact + local relevance**

40 Courtland Street, NE  
Atlanta, Georgia 30303-2538  
P | 404.463.3307  
F | 404.463.3254  
[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)  
[atlantaregional.com](http://atlantaregional.com)

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

March 29, 2013

Jon Tuley, AICP  
Principal Planner  
Atlanta Regional Commission  
40 Courtland Avenue  
Atlanta, GA 30303

**Re: MARTA response to DRI #2334 100 Northpark.**

Hello Jon,

Based upon our review, we do not foresee any negative capacity issues associated with this development. The Sandy Springs station does not currently have MARTA provided bus service. This project is less than a quarter of mile from our Sandy Springs station walk shed. The site plan indicates that the residential and hotel portions of this development are located closest to the walk shed. Bus service to this development is most likely not required since it is in close proximity to the station. MARTA does recommend that the developer look at improving the pedestrian environment in the area.

Sincerely,

Gregory T. Floyd, AICP  
Senior Land Use Planner  
404-848-5508  
[gfloyd@itsmarta.com](mailto:gfloyd@itsmarta.com)

# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2334**

## 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:	Linda Abaray
Telephone:	770-206-1577
E-mail:	labaray@sandyspringsga.gov

\*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:	100 Northpark
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Tax PIN: 17-0019- LL-059 (Abernathy Road, Peachtree Dunwoody Road, Mt. Vernon Road, GA 400)
Brief Description of Project:	Mixed use development: 1,500,000 sf office 150,000 sf retail 500 units multi-family 250 room hotel

#### 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:

# DRI Initial Information Form

Project Size (# of units, floor area, etc.):	1,500,000 sf office, 150,000 sf retail, 500 unit multi-family, 250 room hotel
Developer:	Hines Interests Limited Partners
Mailing Address:	5 Ravinia Drive
Address 2:	
	City:Atlanta State: GA Zip:30346
Telephone:	404-870-2907
Email:	mark.farris@hines.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	Northpark Land Associates, L.L.L.P.
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 type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input checked="" type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Use Permit
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2017 Overall project: 2017
<a href="#">Back to Top</a>	



# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)

## 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: Linda Abaray

Telephone: 770-206-1577

Email: labaray@sandyspringsga.gov

### Project Information

Name of Proposed Project: 100 North park

DRI ID Number: 2334

Developer/Applicant: Hines Interests Limited Partners

Telephone: 404-870-2907

Email(s): mark.farris@hines.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: \$ 500 - \$750 Million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 7.6 - 11.4 million in property taxes

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):

### 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)?

0.30

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

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.24

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.)

15,000 daily trips, 1800 AM Peak, 2050 PM Peak

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: see traffic study prepared by Kimley-Horn.

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

2,000

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 80%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

### 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 checked="" 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:

**Submit Application**

**Save without Submitting**

**Cancel**

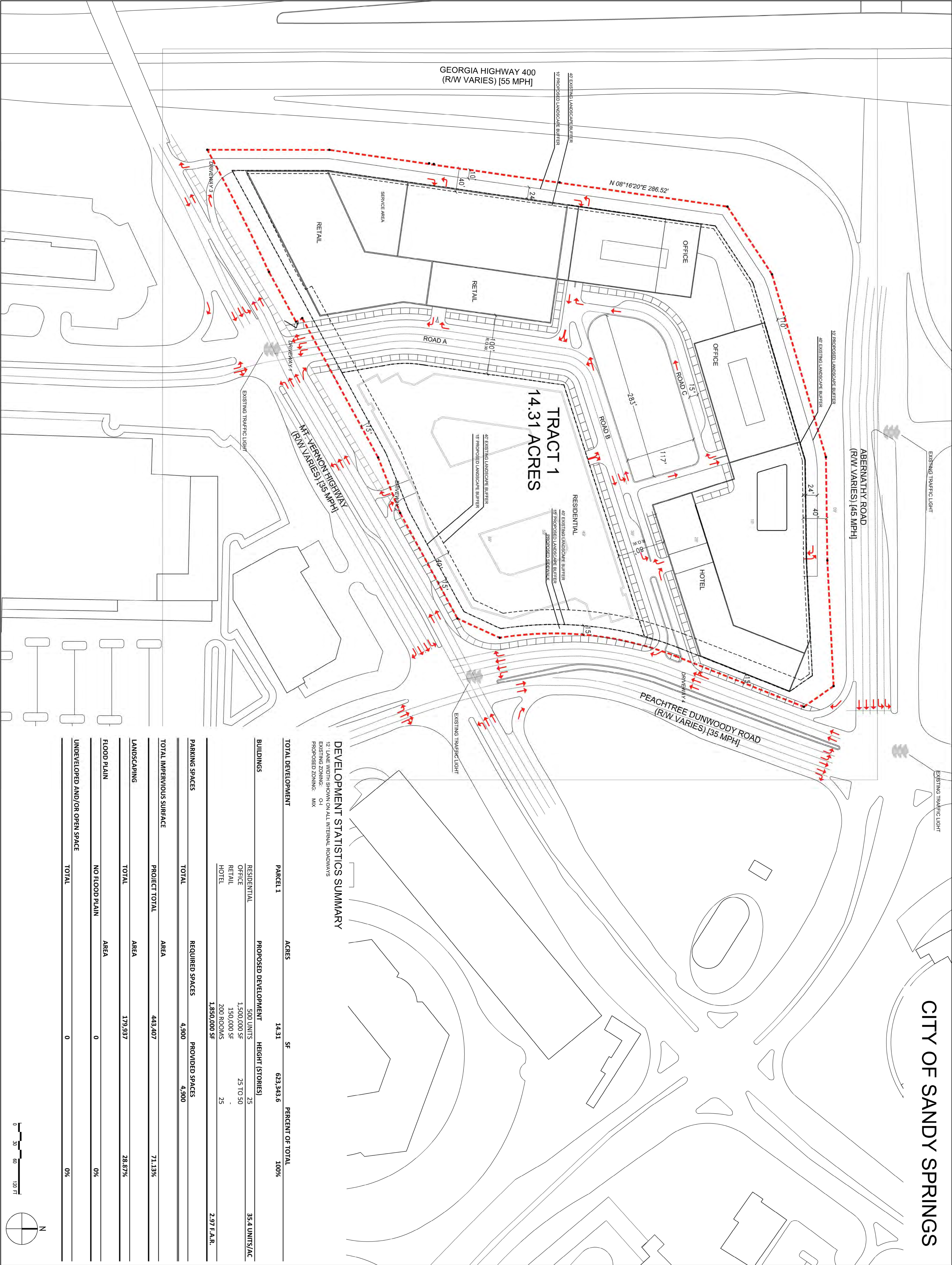
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CITY OF SANDY SPRINGS

DEVELOPMENT STATISTICS SUMMARY

TOTAL DEVELOPMENT		ACRES	SF	PERCENT OF TOTAL
PARCEL 1		14.31	623,343.6	100%
BUILDINGS		PROPOSED DEVELOPMENT		
		RESIDENTIAL	500 UNITS	HEIGHT (STORIES)
		OFFICE	1,500,000 SF	25 TO 50
		RETAIL	150,000 SF	-
		HOTEL	200 ROOMS	25
			1,850,000 SF	2.97 F.A.R.
PARKING SPACES		REQUIRED SPACES	PROVIDED SPACES	
		TOTAL	4,900	4,900
TOTAL IMPERVIOUS SURFACE		AREA	443,407	71.13%
PROJECT TOTAL				
LANDSCAPING		AREA	179,937	28.87%
TOTAL				
FLOOD PLAIN		AREA	0	0%
NO FLOOD PLAIN				
UNDEVELOPED AND/OR OPEN SPACE			0	0%
TOTAL				



No.	Issue Description	2013.03.26
1	DRI SITE PLAN	
2	DRI SITE PLAN UPDATE	2013.03.27
Professional Seals		
Key Plan		
LOCATION MAP		
Professional Seals		
No.	Revision Description	
Drawn by: PLODQUITE Reviewed by: C. GREENE		
Project No: 12.14063.00		
Sheet Title		
GRTA DRI Site Plan		
100 NORTH PARK		
DRI Number: 2334		
Original Drawing is 42 x 30. Do not scale contents of this drawing.		
Sheet Number		

SP01

Project  
100 NorthPark  
Sandy Springs, Georgia  
Prepared for  
Hines Interests Limited Partnership  
Five Tavernia Drive  
Atlanta, Georgia 30346  
Contract name: Mark Fries  
P 404-870-2857  
Contract No: 12.14063.00



HOK  
Central House  
3000 Peachtree Street, N.W.  
Washington, D.C. 20007 USA  
T +1 202 339 8700 F +1 202 339 8800  
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HOK ASSOCIATION WITH  
Krimley-Horn and Associates, Inc.  
817 West Peachtree Street, NW  
Atlanta, Georgia 30308  
Contact Name: John Walker  
P 404 201 6157