



REGIONAL REVIEW NOTICE

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

DATE: Mar 15 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 a preliminary regional review of the following Development of Regional Impact (DRI). ARC 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 as well as state, federal, and other agencies. The preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: 100 Northpark

Review Type: DRI

Submitting Local Government: City of Sandy Springs

Date Opened: Mar 15 2013

Deadline for Comments: Mar 30 2013 **Date to Close:** 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.

PRELIMINARY 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:

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 ARC staff 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. This finding will be published to the ARC website.

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



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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):

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) 463-3307 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: ***Mar 30 2013***

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Mar 15 2013

ARC REVIEW CODE: R1303151

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

FROM: Jon Tuley, Extension: 3-3307

Reviewing staff by Jurisdiction:

Land Use: Tuley, Jon

Transportation: Willis, Marshall

Environmental: Santo, Jim

Research: Skinner, Jim

Aging: Rader, Carolyn

Name of Proposal: 100 Northpark

Review Type: Development of Regional Impact

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.

Submitting Local Government: City of Sandy Springs

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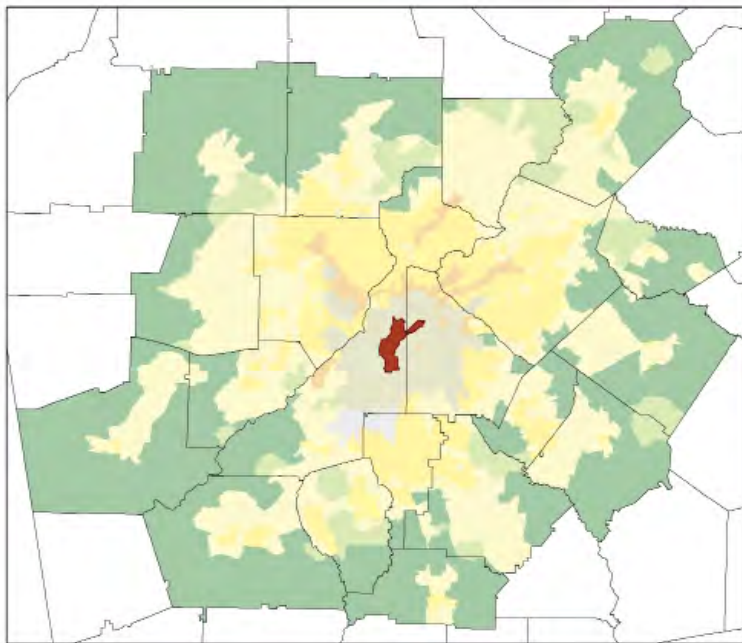
Date to Close: Mar 30 2013

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:

Region Core

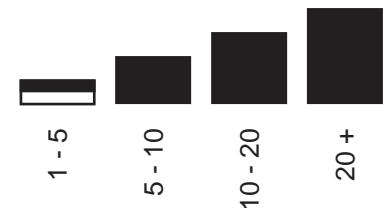


Recommended Densities

10 to 80+ Units Per Acre



3 to 20+ Stories Based on Local Context



estimation of gross density - actual density may vary

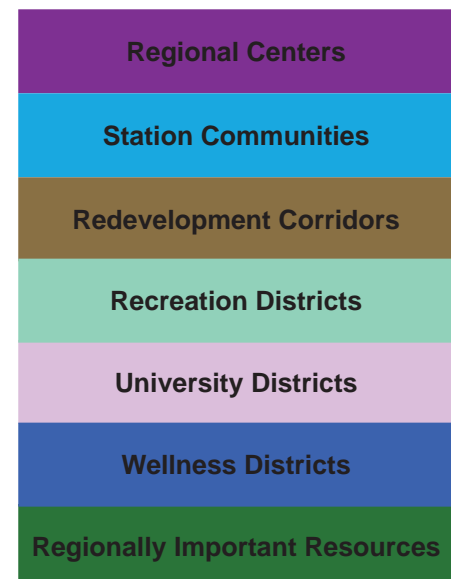
Defining Narrative and Area Issues

The Region Core, shown in red, 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 lack of accessible public greenspace within the Region Core affects the area's aesthetics and overall quality of life for residents and workers.

Places within the Area



Region Core



Implementation Priorities



- 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 and enhancement of existing transit systems and facilities
- Explore options for innovative parking management strategies, including dynamic pricing, shared parking, parking maximums, and unbundled parking
- Maintain connectivity within and efficient access to and through the Core, which serves as the major regional transportation hub
- Integrate Lifelong Communities principles in addition to ADA compliance to ensure a comprehensive approach to connectivity and accessibility
- 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



- Plan for unique Places within the Area, including University Districts, Wellness Districts and Recreation Districts
- Develop educational partnerships with libraries, colleges, and universities to bring diverse populations together to learn about resources available to them
- 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
- Ensure access to basic services and health and supportive services
- Identify and remedy incidents of “food deserts” within the Region Core, particularly in traditionally underserved neighborhoods and schools

Region Core

Implementation Priorities, continued



- Encourage intense compact, mixed-use development that utilizes existing infrastructure and includes energy efficient, environmentally friendly design elements and standards
- Develop policies and standards that encourage innovative or unconventional housing development, including zoning with no minimum unit sizes, in order to provide a range of housing options in proximity to jobs, services and transit
- Provide a full range of housing types including varying housing sizes, products, supportive housing and even skilled nursing care to ensure that those who have invested in a place's social and civic infrastructure can remain there as their needs change
- Create development guidelines or regulations that are sensitive to community impacts of gentrification, historic preservation , and neighborhood character

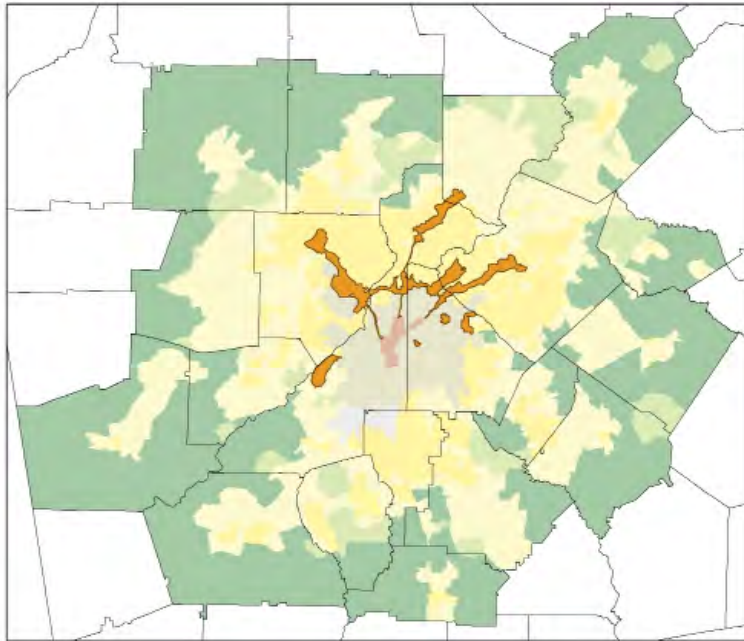


- Improve the energy efficiency of existing buildings using energy audits, retro-commissioning, and building envelope enhancements
- Encourage the use of outdoor lighting fixtures in public spaces that have energy saving features such as solar cells, full cut-off fixtures, etc
- Retrofit existing areas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



- Identify incentives for developers and business to encourage redevelopment and investment
- Identify and understand the implications of higher land and infrastructure costs in the Region Core relative to the development of transportation, water, sewer and stormwater infrastructure

Regional Employment Corridors

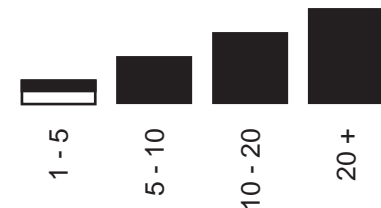


Recommended Densities

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

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 14th, 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

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	<i>Route and Description</i>	Type of Improvement	Scheduled Completion Year
AR-409A	I-285 North Corridor High Capacity Rail Service – Protective Right of Way Acquisition from Cumberland to Perimeter Center	Transit / Rail Capital	2030
AR-410A	I-285 North Corridor High Capacity Rail Service – Protective Right of Way Acquisition 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 27th, 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.

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

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

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

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; 'don.mabry@simpsonhousing.com'; 'john.heagy@hines.com'; michael.wanko@kimley-horn.com; 'mark.ferris@hines.com'; 'vikram.mehra@hines.com'
Cc: Landuse; Jane Hayse; 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

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

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
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Developments of Regional Impact

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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

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