



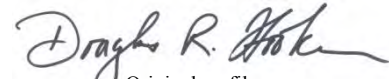
REGIONAL REVIEW FINDING

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

DATE: July 8, 2015

ARC REVIEW CODE: R15062301

TO: Mayor Mike Davis
ATTN TO: Rebecca Keefer, City Planner
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review



Original on file

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

Name of Proposal: Park Center

Submitting Local Government: City of Dunwoody

Review Type: Development of Regional Impact **Date Opened:** June 24, 2015 **Date Closed:** July 8, 2015

Description: The proposed development will be located in the City of Dunwoody, at the intersection of Hammond Drive and Perimeter Center Parkway, near the Dunwoody MARTA Stations. It is proposed to include 1,650,000 square feet of office space and 82,000 square feet of commercial/retail space.

Comments: Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and the Regional Development Guide (RDG), the proposed development is within a Regional Center. Additionally, the development is located within the Perimeter LCI study area, as such, the development should be consistent with the recommendations of the LCI plan, as well as any plan updates or supplemental studies.

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.

Recommendations:

In order to encourage employees and guests of the site to use alternative modes, bicycle and pedestrian facilities should be improved or provided where appropriate. Additionally, the developer should investigate the possibility of providing shared parking, parking for carpooling, space for car sharing or bicycle sharing services, as well as bicycle parking and other related facilities.

Public access to the new south entrance of the Dunwoody station should be open during normal MARTA operating hours. Clear signage should be provided indicating where station entrances are, when they are open to the public, and alternative access during times when entrances may be closed.

Care should be taken throughout the design process to ensure that the development promotes visually interesting, functional, and comfortable pedestrian experience on all streets in and around the project. Where parking garages are proposed, they should be located away from the street, behind or beside buildings, and screened from view. The current plan proposes a large garage facing Hammond Drive. The developer and the City of Dunwoody should explore strategies for minimizing the visual impact of this garage on the community.

Additionally, stormwater runoff from these facilities should be considered and mitigated with the use of pervious materials or water collection systems.

See additional staff comments included in this report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY
CITY OF SANDY SPRINGS

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF DUNWOODY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF BROOKHAVEN

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/land-use/planreviews>.



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Daniel Studdard, Transportation Access and Mobility Division

DATE: June 22, 2015

SUBJECT: **Transportation Division Review of DRI # 2501**

Project: Park Center

County: DeKalb, City of Dunwoody

Location: South of Hammond Drive and west of Perimeter Center Parkway

Analysis:

Expedited ☒

Non-Expedited ☐

cc: David Haynes
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by Kimley-Horn and Associates, Inc. on behalf of KDC Real Estate Development & Investments, the developer of Park Center. 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, based on compliance with the Expedited Review Criteria in Section 3-102, Part F – Livable Centers Initiative (LCI). This development is located within and is consistent with the *Perimeter Center Livable Centers Initiative (LCI)* study.

The proposed development is planned for complete build-out by the year 2020. The approximate 12.74-acre site is bounded to the north by Hammond Drive, to the east by Perimeter Center Parkway, and to the west by the City of Dunwoody and City of Sandy Springs city line boundaries. The project proposes to redevelop the existing single office building surrounded by surface parking into a high-density development with better roadway connectivity and pedestrian connections. The project will include a new pedestrian connection to the Dunwoody MARTA Station via the proposed pedestrian bridge over Perimeter Center Parkway. The proposed land uses include:

- Office: 1,650,000 square feet
- Retail: 55,000 square feet
- Restaurant: 27,000 square feet

The analysis considers the proposed East-West Connector, a new road proposed between Peachtree Dunwoody Road and Perimeter Center Parkway south of and parallel to Hammond Drive. Separate

traffic analyses were conducted based on trip distribution with this proposed new roadway and without it. Two Build Scenarios were developed that include background traffic growth, other approved development traffic, and project traffic associated with the Park Center DRI.

- 2020 Build Scenario 1 excludes the Future East-West Connector
- 2020 Build Scenario 2 includes the Future East-West Connector

INFRASTRUCTURE

Transportation

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

The site will be served by seven driveways: two along Hammond Drive, three along Perimeter Center Parkway (one driveway will be right-in only), and three along the proposed East-West Connector.

A central structured parking facility will connect under all three buildings, plaza space, and the boulevard. A unique access point for the parking deck will be the vehicular right-turn-in only tunnel that is currently under construction as part of the development on the east side of Perimeter Center Parkway. This southbound right-turn-in only tunnel will connect the underground parking deck levels of both the proposed development as well as the State Farm Phase I development currently under construction on the east side of Perimeter Center Parkway. Additional on-street parking spaces are proposed along the internal site boulevard, fronting the proposed buildings.

The traffic study states that 5,846 parking spaces are the required minimum number of parking spaces. The study states that not more than 7,000 spaces will be provided. All parking spaces will be accessible by all proposed site driveways.

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

The traffic consultant calculated traffic volumes for the proposed land uses and densities using equations contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*. Trip generation for this proposed development was calculated based upon the following land uses: office (ITE Code 710), retail (ITE Code 820), and restaurant (ITE Code 932).

The development is projected to generate 16,836 gross daily trips and 7,258 net daily trips after applying mixed-use, alternate mode, pass-by trip reductions and the reduction of trips currently generated by the existing office development on the site. (The site is currently occupied by the Hammond Exchange Building, which is an 11-story building with 250,698 SF of office space and associated surface parking. The existing building will be demolished with this redevelopment.) A background traffic growth rate of 1.0% per year along nearby roadways was assumed for five years for the 2020 build-out.

Table 1: Net Trip Generation							
	Daily Traffic			AM Peak Hour		PM Peak Hour	
	TOTAL	Enter	Exit	Enter	Exit	Enter	Exit
Gross Project Trips	16,835	8,418	8,418	1,780	367	585	1,811
<i>Mixed-Use Reduction</i>	<i>-1,770</i>	<i>-885</i>	<i>-885</i>	<i>0</i>	<i>0</i>	<i>-52</i>	<i>-52</i>
<i>Alternative Mode Reduction (25%)</i>	<i>-3,767</i>	<i>-1884</i>	<i>-1884</i>	<i>-445</i>	<i>-92</i>	<i>-133</i>	<i>-441</i>
<i>Pass-By Reduction</i>	<i>-1,400</i>	<i>-700</i>	<i>-700</i>	<i>0</i>	<i>0</i>	<i>-64</i>	<i>-64</i>
<i>Reduction for Existing Use (Office*)</i>	<i>-2,640</i>	<i>-1320</i>	<i>-1320</i>	<i>-351</i>	<i>-48</i>	<i>-61</i>	<i>-298</i>
Net New Trips	7,258	3,629	3,629	984	227	275	956

Source: Park Center DRI #2501 Transportation Analysis

Summarize the transportation improvements as recommended by the traffic study consultant

A unique access point for the parking deck will be the vehicular right-turn-in only tunnel that is currently under construction as part of the development on the east side of Perimeter Center Parkway. This southbound right-turn-in only tunnel will connect the underground parking deck levels of both the proposed development as well as the State Farm Phase I development currently under construction across Perimeter Center Parkway.

For each of the 2020 analysis scenarios, the traffic consultant recommended the following:

2020 No Build Conditions

- Intersection 102 – Perimeter Center Parkway at Hammond Drive – operates at LOS F during the PM Peak hour:
 - Widen Hammond Drive from four (4) to six (6) through lanes.*
 - Add a second left-turn lane to each the northbound and westbound approaches, providing dual-left-turns for each approach.*
 - *Note: this improvement is consistent with the 2008 Hammond Drive Corridor Study.
- Intersection 105 – Peachtree-Dunwoody Road at Hammond Drive – operates at LOS F during the AM Peak hour and the PM Peak hour:
 - Widen Hammond Drive from four (4) to six (6) through lanes.
 - Add an additional left-turn lane to each of the intersection approaches, providing dual-left-turns for each approach.
 - *Note: this improvement is consistent with the 2008 Hammond Drive Corridor Study.
- Intersection 107 – Hammond Drive at Ashford Dunwoody Road – operates at LOS F during the PM Peak hour. The following modifications would result in an acceptable level-of-service (LOS E) for the intersection:
 - Add a northbound left-turn lane, resulting in an increase from dual left-turn lanes to triple left-turn lanes.
 - Change (restripe) the westbound through lane into a shared left-turn and through lane.
 - Change (restripe) the westbound right-turn lane into a shared through and right-turn lane.
 - Corridor retiming is recommended to optimize intersection function.

2020 Build Scenarios

A unique feature of the proposed project is the proposed pedestrian bridge, which will provide a direct connection to the Dunwoody MARTA rail station via a pedestrian bridge over Perimeter Center Parkway. The proposed bridge will provide a covered walkway from the southern end of the Dunwoody MARTA station platform, through the property located on the 236-240 block of Perimeter Center Parkway on the east side of Perimeter Center Parkway, and over to the pedestrian path system of the proposed development.

The proposed development will include a proposed central boulevard internal to the site that will provide greenspace with pedestrian paths along each side of the boulevard. Pedestrian paths throughout the site will provide pedestrian access from the central boulevard and all three buildings to Hammond Drive, Perimeter Center Parkway, and the proposed East-West Connector (new road). Sidewalks will wrap the entire block along Hammond Drive, Perimeter Center Parkway, and the proposed East-West Connector.

2020 Build Scenario 1

- Intersection 102 – Perimeter Center Parkway at Hammond Drive – operates at LOS F during the PM Peak hour:
 - Provide an exclusive right-turn lane on each the eastbound and westbound approaches, along Hammond Drive.
- Intersection 103 – Perimeter Center Parkway at Perimeter Center West – operates at LOS F during the PM Peak hour:
 - Signal-timing modification to include right-turn overlap phase for eastbound right-turning movement during northbound left-turning phase.
- Intersection 107 – Hammond Drive at Ashford Dunwoody Road – operates at LOS F during the PM Peak hour. The following modifications would result in an acceptable level-of-service (LOS E) for the intersection:
 - Add an eastbound right-turn lane, resulting in an increase from dual right-turn lanes to triple right-turn lanes.
 - Corridor retiming is recommended to optimize intersection function.

2020 Build Scenario 2

- Intersection 103 – Perimeter Center Parkway at Perimeter Center West – operates at LOS F during the PM Peak hour:
 - Signal-timing modification to include right-turn overlap phase for eastbound right-turning movement during northbound left-turning phase.
- Intersection 107 – Hammond Drive at Ashford Dunwoody Road – operates at LOS F during the PM Peak hour. The following modifications would result in an acceptable level-of-service (LOS E) for the intersection:
 - Add an eastbound right-turn lane, resulting in an increase from dual right-turn lanes to triple right-turn lanes.
 - Corridor retiming is recommended to optimize intersection function.

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

The ARC's Transportation Improvement Plan (TIP), GDOT's Statewide TIP (STIP), Plan 2040 Regional Transportation Plan (RTP), GDOT's Construction Work Program, the City of Dunwoody 2011 Comprehensive Transportation Plan, the Perimeter Community Improvement Districts (PCIDs) projects and the 2014 DeKalb County Transportation Plan, were researched for currently programmed transportation projects within the vicinity of the proposed development. Several projects are programmed for the area surrounding the study network. The identified projects are listed in Table 14 of the Transportation Analysis report.

Table 2: Planned and Programmed Improvement Projects			
No.	Year	Project Number	Project Description
1	2013 - 2022	TIA-M-005 (TIA 2010)	MARTA Tunnel and Platform Lighting Upgrade includes upgrades and expansion of lighting in underground tunnels including fluorescent and LED fixtures and other energy efficient and environmentally friendly lighting. Upgrades to occur at various locations through the MARTA system, including between the Dunwoody MARTA station and the North Springs MARTA station.
2	2016 - 2020	FN-298 (PLAN 2040) PI 0013141 (GDOT)	Glenridge Drive, Hammond Drive and Peachtree Dunwoody Road ATMS system expansion will include system detection and installation of a traffic adaptive system for approximately 29 interconnected signals along Hammond Drive, Peachtree Dunwoody Road, Johnson Ferry Road, Glenridge Connector, Glenridge Drive, and Meridian Mark Road.
3	*	PCID – Peachtree Dunwoody Streetscapes	Peachtree Dunwoody North Streetscapes and Pedestrian Plazas project will improve pedestrian access and safety while upgrading streetscapes and intersections on Peachtree Dunwoody Road from I-285 to Mount Vernon Highway.
4	*	PCID – Perimeter Center Pkwy Streetscapes	Perimeter Center Parkway Streetscapes and Intersections project will incorporate major infrastructure improvements to move traffic more efficiently and enhance pedestrian safety along Perimeter Center Parkway from Hammond Drive to Perimeter Center West.
5	*		Proposed East-West Connector – new road between Peachtree Dunwoody Road and Perimeter Center Parkway south of and parallel to Hammond Drive.
6	*	City of Dunwoody Study	Proposed Hammond Drive Widening from Ashford Dunwoody Road into the City of Sandy Springs. The City of Dunwoody is conducting a Hammond Drive corridor study, for which they currently (April 2015) are requesting proposals (RFP).
7	*	PI 0009981 (GDOT) ASP-FN-268 (PLAN 2040)	GDOT project along Hammond Drive from Mount Vernon Hwy in Sandy Springs to Sandy Springs city limits. PE completed in 2011. Sandy Springs is re-scoping the original concept. Hammond Drive Widening from SR 400 to Ashford Dunwoody Road. Widen from existing 4 lane section to 6 lane section along approximately 1.1 miles of Hammond Drive.
8	*	0492 (DeKalb 2014)	PATH Foundation Trail system expansion, including approximate alignment near Perimeter Center Parkway and Hammond Drive.
9	*		Proposed Goldkist Road extension from Perimeter Center Parkway to I-285 EB ramps at Ashford Dunwoody Road; proposed tunnel would connect the ramp to Goldkist Road under Ashford Dunwoody Road.

* Completion date has yet to be determined.

Source: Park Center DRI #2501 Transportation Analysis

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

The proposed project intends to connect directly with the existing Dunwoody MARTA Rail Station via a proposed pedestrian bridge over Perimeter Center Parkway. The pedestrian bridge will connect to the site on the main boulevard and will connect with a network of pedestrian paths that will assist pedestrian circulation to and from the site as well as to and from adjacent roadways. Once across Perimeter Center Parkway, the covered pedestrian bridge is designed to connect to the State Farm

Phase I development through the building (currently under construction), and to an extended pedestrian platform that will be part of the existing Dunwoody MARTA station.

MARTA bus service along Hammond Drive includes three MARTA bus routes numbers 5, 87, and 150 with service that extends to the Lindbergh MARTA station as well as destinations in the City of Sandy Springs and the City of Dunwoody.

Coordination with GRTA is ongoing to establish GRTA Regional Xpress bus service loading location(s) at or near the proposed project site. GRTA Xpress patrons will be able to access the Dunwoody MARTA Station directly via the proposed pedestrian bridge.

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

Intersection 102 – Perimeter Center Parkway at Hammond Drive

An improvement identified in the traffic study for the 2020 Build Scenario 1 includes the following:

- “Intersection 102 – Perimeter Center Parkway at Hammond Drive – operates at LOS F during the PM Peak hour:
 - Provide an exclusive right-turn lane on each the eastbound and westbound approaches, along Hammond Drive.”

There is currently an exclusive right-turn lane on the westbound approach at this intersection. If the traffic study is recommending an additional right-turn lane, resulting in dual right-turn lanes, then that should be stated here. However, potential ROW on the north side of the road (the location of a potential second right-turn lane) is constrained by an existing MARTA parking deck. If the traffic consultant is recommending dual right-turn lanes, potential ways the second lane can be implemented and the constrained ROW could be addressed should also be identified.

Hammond Drive at the P1 Driveway

The proposed lane geometry on the site plan for the eastbound approach at the intersection of Hammond Drive at the P1 Driveway entrance includes dual left-turn lanes, two through lanes, and a shared through/right-turn lane. A right turn lane should be added on this approach, resulting in an eastbound approach with dual left-turn lanes, three through lanes, and a right-turn lane.

The HCM analysis of this intersection may not identify the need for this lane. However, the trip distribution of total project trips for the AM peak hour shows 261 vehicles turning right on this approach for Scenario 1, and 212 vehicles turning right on this approach for Scenario 2. After turning onto the site, vehicles will enter a gated parking structure. This gate will delay entering vehicles, creating vehicle queues that may extend onto Hammond Drive. The addition of a right-turn lane will provide queuing space for right-turning vehicles that are part of this queue.

If the queue extends onto Hammond Drive without a dedicated right-turn lane on the eastbound approach, then the queue will block the shared through/right-turn lane. This will reduce the through capacity on the eastbound approach, creating additional delay and queueing that is not reflected in the HCM intersection capacity analysis in the traffic study. When a through lane is shut down due to turning movement queues, through traffic will commonly change lanes to avoid the queue. This new

weaving movement creates the potential for additional crashes as drivers change lanes and attempt to continue past the right-turn queue.

Proposed East-West Connector

The proposed East-West Connector is a new road proposed between Peachtree Dunwoody Road and Perimeter Center Parkway south of and parallel to Hammond Drive. This roadway will provide improved connectivity for vehicles, bicyclists, and pedestrians in the area of the proposed project. As traffic congestion continues to grow on Hammond Drive, this parallel facility will increase in importance. The segment of the East-West Connector on the south side of the proposed Park Center development should be constructed. Ongoing coordination should continue with the City of Sandy Springs and with adjacent property owners to ensure this corridor construction can continue seamlessly across city, county, and parcel boundaries to reach Peachtree Dunwoody Road.

P2 Driveway Entrance

Clear signage should be installed identifying that the slip lane for the P2 driveway entrance is the entrance to a tunnel leading to the proposed development. The proposed tunnel will help facilitate vehicular movements into the site. However, the proposed tunnel does not meet driver expectations, as tunnels from surface streets similar to the proposed design are not common in Metro Atlanta. Therefore, adequate signage is important to prevent driver confusion along this corridor.

PARK CENTER DRI
City of Dunwoody
Natural resources Division Review Comments
June 16, 2015

Watershed Protection and Stream Buffers

The proposed project is located on an already developed property in the Nancy Creek basin of the Peachtree Creek watershed, which in turn drains into the Chattahoochee River below the water supply intakes in the Atlanta Region. The USGS coverage for the project area shows a blue line stream along the southern and western boundaries of the project property. The site plan shows both the City of Dunwoody's 75-foot stream buffer and the State 25-foot erosion and sedimentation buffer along the stream. However, the proposed service drive, which is also identified as part of a future "East-West Connector" on the plans, as well as the southernmost portion of the central access through the property, are shown as intruding into the buffers and crossing the stream. These portions of the project may require variances from the City as well as from Georgia EPD. Any other state waters that may be on the property will also be subject to the State 25-foot erosion and sedimentation buffer requirements.

Stormwater / Water Quality

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

Estimated Pounds of Pollutants per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	12.74	21.79	221.68	1375.92	12523.42	15.67	2.80
TOTAL	12.74	21.79	221.68	1375.92	12523.42	15.67	2.80

Total Impervious = 85%

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.

We would also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Consider using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Consider using pervious concrete or other pervious materials in parking areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Consider including rainwater capture in the project design to provide for landscape irrigation during dry periods.



REGIONAL REVIEW NOTIFICATION

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



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission 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 RC on or before the specified return deadline.

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

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

Although the Park Center DRI is not immediately adjacent to any GDOT projects, it is near a few large scale roadway projects due to its proximity to I-285 and SR 400. The programmed projects on I-285 and SR 400 are part of the Revive 285 series of projects for which Marlo Clowers is the GDOT Project Manager. She can be reached at mclowers@dot.ga.gov or (404) 631-1713 for further coordination if necessary. Additionally, there is a project programmed for CR 262/Hammond Drive from DeKalb County Line to CR 1318/Mt Vernon Hwy in the long range 2030-2040 timeframe. Vinesha Pegram is the GDOT project manager for this project and can be reached at vpegram@dot.ga.gov or 404-631-1587 for further coordination if needed.

Individual Completing Form: Julia Billings

Local Government:

Department: GDOT Office of Planning

Telephone: (404) 631-1774

Signature:

Date: July 7, 2015

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: *July 8, 2015*

Developments of Regional Impact

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DRI #2501

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:

Dunwoody

Individual completing form:

Rebecca Keefer

Telephone:

678-382-6811

E-mail:

rebecca.keefer@dunwoodyga.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:

Park Center

Location (Street Address,
GPS Coordinates, or Legal
Land Lot Description):

245 Perimeter Center Parkway, Dunwoody, GA 30346 Parcel 18 329 04 003

Brief Description of Project:

Mixed-use development with 1,650,000 SF of office space, 55,000 SF of retail space, and 27,000 SF of restaurant space.

Development Type:

☐ (not selected)

☐ Hotels

☐ Wastewater Treatment Facilities

☐ Office

☒ Mixed Use

☐ Petroleum Storage Facilities

☐ Commercial

☐ Airports

☐ Water Supply
Intakes/Reservoirs

☐ Wholesale & Distribution

☐ Attractions & Recreational
Facilities

☐ Intermodal Terminals

☐ Hospitals and Health Care
Facilities

☐ Post-Secondary Schools

☐ Truck Stops

<input type="radio"/> Housing <input type="radio"/> Waste Handling Facilities <input type="radio"/> Any other development types	
<input type="radio"/> Industrial <input type="radio"/> Quarries, Asphalt & Cement Plants	
If other development type, describe:	
Project Size (# of units, floor area, etc.):	1,650,000 SF office, 55,000 SF retail, and 27,000 SF restaurant.
Developer:	KDC Real Estate Development & Investments
Mailing Address:	1040 Crown Pointe Parkway
Address 2:	Suite 1070
	City:Atlanta State: GA Zip:30338
Telephone:	770-810-2333
Email:	James.George@kdc.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:	Atlanta Office Investment, L.L.C., a Delaware limited liability company
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, provide the following information:	Project Name: 245 Perimeter Center DRI (2007)
	Project ID: 1520
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input 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: 2020 Overall project: 2020
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Developments of Regional Impact

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DRI #2501

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:	Dunwoody
Individual completing form:	Rebecca Keefer
Telephone:	678-382-6811
Email:	rebecca.keeper@dunwoodyga.gov

Project Information

Name of Proposed Project:	Park Center
DRI ID Number:	2501
Developer/Applicant:	KDC Real Estate Development & Investments
Telephone:	770-810-2333
Email(s):	James.George@kdc.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
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If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
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If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	\$650 MM
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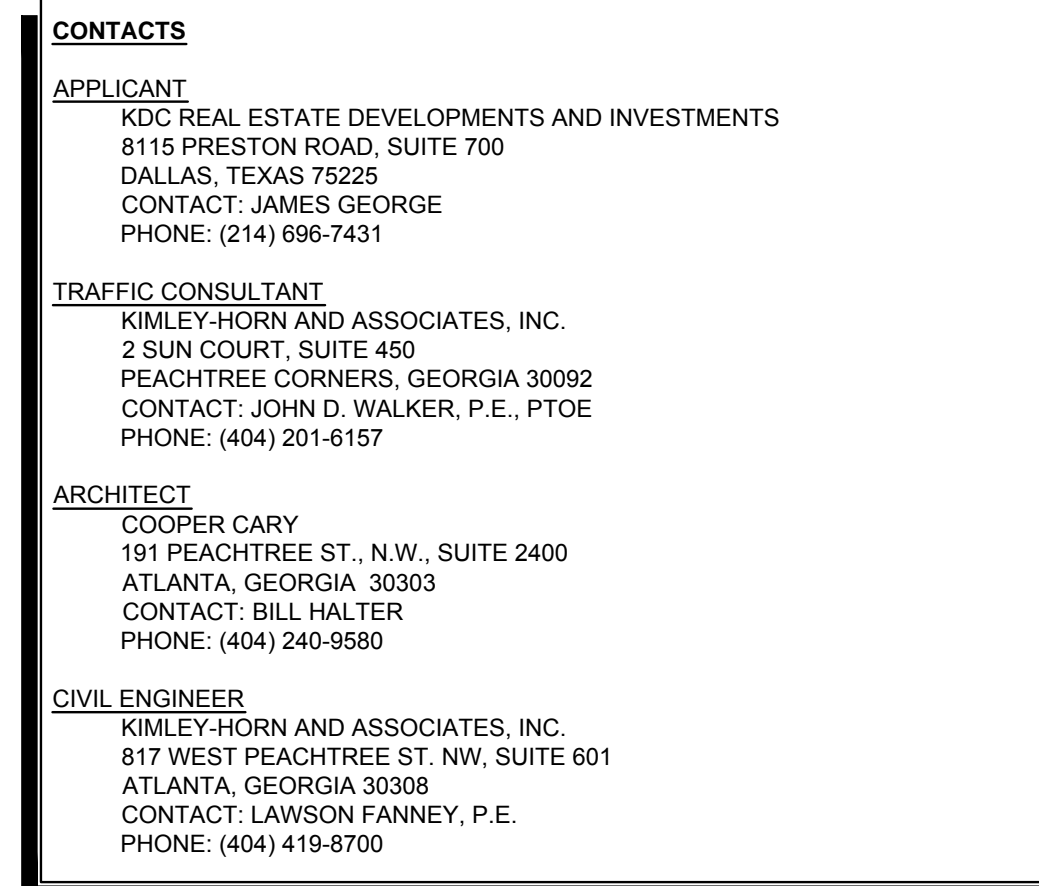
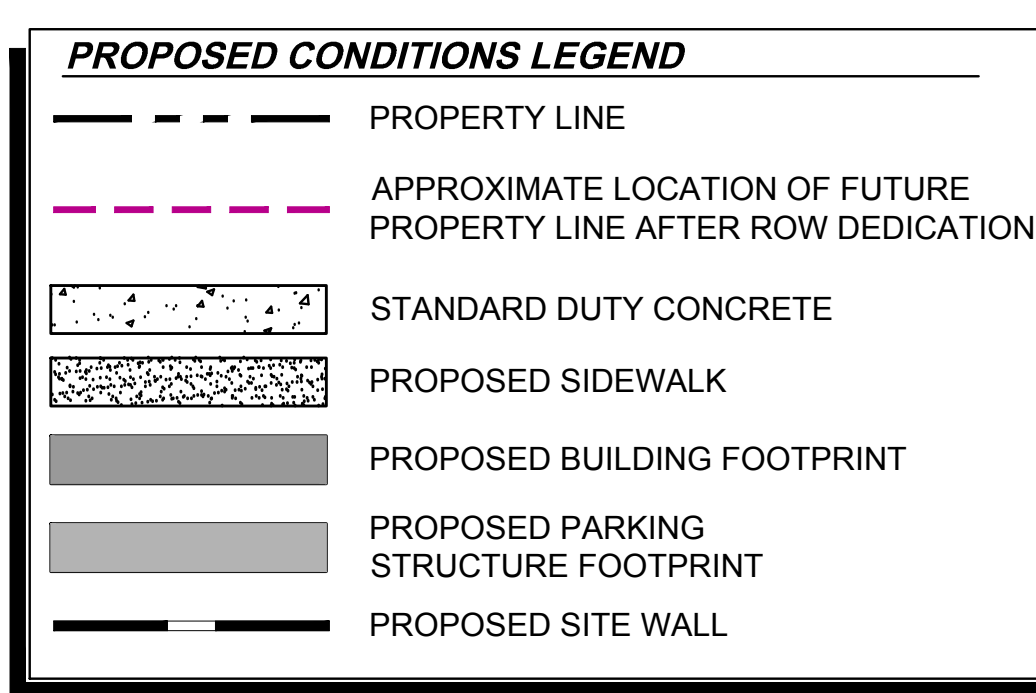
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$44 MM
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): Will replace an existing office development and surface parking facility. The existing development has approximately 250,698 SF of office space.	
Water Supply	
Name of water supply provider for this site:	DeKalb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.41 MGD (0.35 MGD above existing 250,698 SF office)
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	DeKalb County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.34 MGD (0.29 MGD above existing 250,698 SF office)
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in	Net New: 7,258 daily, 1,211 AM peak, 1,233 PM peak

peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below:See Transportation Analysis Report prepared by Kimley-Horn.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	6,759 tons (6,300 tons more than the existing 250,698 SF office)
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	80-85%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The site will provide stormwater detention and water quality per the current City of Dunwoody standards.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No

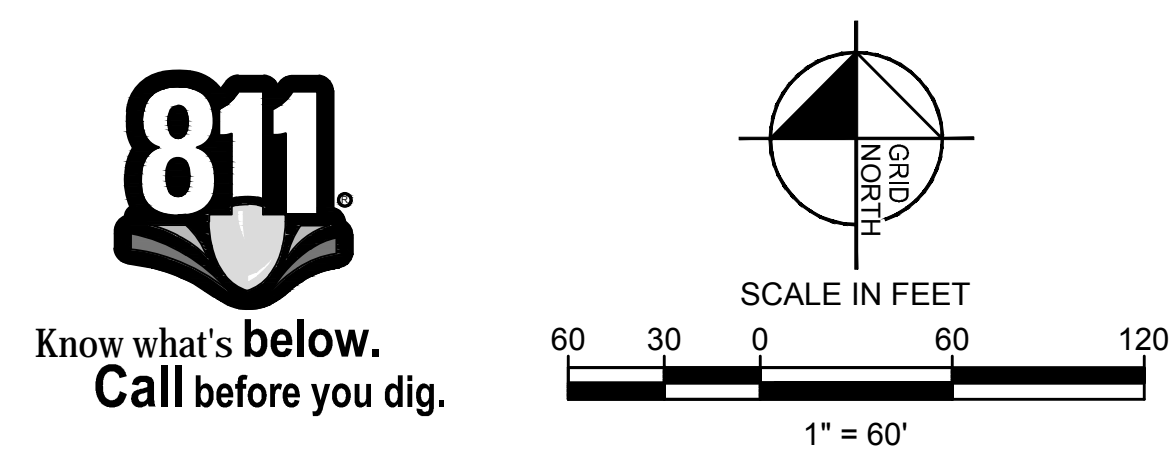
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input 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: Floodplains - potential fill in existing floodplain areas.	
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<u>DEVELOPMENT STATISTICS SUMMARY CHART</u>	
OVERALL SITE AREA	12.74 ACRES
CURRENT ZONING	O1
PROPOSED ZONING	PD
TAX PARCEL	18 329 04 003
CURRENT ADDRESS	1111 HAMMOND DRIVE
OWNER	ATLANTA OFFICE INVESTMENTS LLC
 <u>PROPOSED DEVELOPMENT</u>	
PEDESTRIAN AMENITIES	1.89 ACRES (14.8%)
BUILDING FOOTPRINT	5.18 ACRES (40.7%)
APPROX. TOTAL BUILDING AREA	1.65 MILLION SQFT.
TRANSPORTATION IMPROVEMENTS	1.93 ACRES (15.1%)
GREEN SPACE AREA	3.74 ACRES (29.4%)
PROPOSED ZONING	PD
APPROX. BUILDING HEIGHT	18 STORIES
STRUCTURED PARKING	8 STORIES ABOVE GRADE 4 STORIES BELOW GRADE
TOTAL NUMBER OF STORIES	NOT TO EXCEED 35 STORIES
FLOOR AREA RATIO	3.40
 <u>PARKING STATISTICS</u>	
REQUIRED PARKING SPACES (MIN)	5846 SPACES
TOTAL SPACES PROVIDED	NOT MORE THAN 7,000 SPACES
 <u>BUILDING SETBACKS</u>	
HAMMOND DRIVE	2 FT
PERIMETER CENTER PKWY	0 FT
GOLDKIST ROAD	0 FT
 <u>BUILDING USES</u>	
EXISTING 10 STORY GLASS AND CONCRETE BUILDING OFFICE BUILDING. OFFICE BUILDING - HIGH RISE-5 STORY & UP	
PROPOSED OFFICE SPACE IN THREE MULTI-STORY BUILDINGS, WHICH ALSO INCLUDE RETAIL AND RESTAURANT SPACE, STRUCTURED PARKING AND SERVICE AREAS,STREETSCAPE, LANDSCAPE, GREENSPACE, AND PEDESTRIAN IMPROVEMENTS ARE ALSO INCLUDED.	

[illegible]