



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: March 29, 2016

ARC REVIEW CODE: R1603291

TO: Mayor Denis Shortal, City of Dunwoody
ATTN TO: Steve Foote, Director, Community Development
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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Original on file

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 its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Dunwoody Crown Towers

Review Type: Development of Regional Impact (DRI)

Submitting Local Government: City of Dunwoody

Date Opened: March 29, 2016

Deadline for Comments: April 13, 2016

Date to Close: April 18, 2016 (If no significant issues are identified during the comment period, the review will close on April 13, 2016.)

Description: This proposed development is located in the City of Dunwoody at 244 Perimeter Center Parkway NE, bounded by the Perimeter Expo shopping center on the north, Ashford Dunwoody Road on the east, I-285 on the south, and the MARTA Red line and the Atlanta Marriott Perimeter hotel on the west. The proposed project is an approximately 2.1 million sq. ft. mixed-use development. The west side of the property consists of two office towers (24 stories each, 567,000 sq. ft. each), a restaurant and conference center (96,000 sq. ft.), and a hotel tower (28 stories, up to 500 rooms or 356,200 sq. ft.). The east side of the property consists of 380 condominium units (416,400 sq. ft.) and a hotel (150 rooms, 115,200 sq. ft.) in two towers, along with a retail center (3 stories, 43,700 sq. ft.). The trigger action for this DRI is a rezoning application for the eastern portion of the site, submitted to the City of Dunwoody. This site was previously reviewed as a DRI ("Gold Kist Redevelopment") in 1997.

PRELIMINARY COMMENTS:

In terms of regional context, according to the ARC Unified Growth Policy Map (UGPM), the proposed development is located within a Regional Employment Corridor and a Regional Center. The ARC Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM.

Recommended policies for Regional Employment Corridors include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit; increase frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.

-CONTINUED NEXT PAGE-

Regional Centers are the region's key 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. Recommended policies and implementation strategies for Regional Centers include:

- 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 and showers/locker rooms, within new and existing development.
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- 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.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in Regional Employment Corridors and Regional Centers.

The proposed development is also located within the Perimeter Livable Centers Initiative (LCI) study area. As a result, the development plan should be consistent with the recommendations of the LCI plan and any plan updates or supplemental studies. The original Perimeter LCI study was completed in 2001, with a major (10-year) update completed in 2011. Smaller supplemental studies have been conducted for this LCI area related to transit station planning, commuter trails, and Lifelong Communities (aging and health focus) concepts.

Additional preliminary ARC staff comments, related to natural resources and transportation, are included in this report.

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

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

ARC TRANSPORTATION ACCESS & MOBILITY DIVISION
ARC AGING & HEALTH RESOURCES DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
PERIMETER COMMUNITY IMPROVEMENT DISTRICTS

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

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



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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 scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in 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 in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RC: Dunwoody Crown Towers *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:

Andrew Smith, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-5581 Fax (404) 463-3254
asmith@atlantaregional.com

Return Date: *April 13, 2016*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: March 29, 2016

ARC REVIEW CODE: R1603291

TO: ARC Division Managers

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Studdard, Daniel

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Ray, Renee

Name of Proposal: Dunwoody Crown Towers

Review Type: Development of Regional Impact

Description: This proposed development is located in the City of Dunwoody at 244 Perimeter Center Parkway NE, bounded by the Perimeter Expo shopping center on the north, Ashford Dunwoody Road on the east, I-285 on the south, and the MARTA Red line and the Atlanta Marriott Perimeter hotel on the west. The proposed project is an approximately 2.1 million sq. ft. mixed-use development. The west side of the property consists of two office towers (24 stories each, 567,000 sq. ft. each), a restaurant and conference center (96,000 sq. ft.), and a hotel tower (28 stories, up to 500 rooms or 356,200 sq. ft.). The east side of the property consists of 380 condominium units (416,400 sq. ft.) and a hotel (150 rooms, 115,200 sq. ft.) in two towers, along with a retail center (3 stories, 43,700 sq. ft.). The trigger action for this DRI is a rezoning application for the eastern portion of the site, submitted to the City of Dunwoody. This site was previously reviewed as a DRI ("Gold Kist Redevelopment") in 1997.

Submitting Local Government: City of Dunwoody

Date Opened: March 29, 2016

Deadline for Comments: April 13, 2016

Date to Close: April 18, 2016 (If no significant issues are identified during the comment period, the review will close on April 13, 2016.)

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:

DUNWOODY CROWN TOWERS DRI
City of Dunwoody
Natural Resources Division Review Comments
March 24, 2016

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 no blue line streams on or near the project property. Any unmapped streams on the property may be subject to the City of Dunwoody's Stream Buffer Ordinance. Any waters of the state 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 are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project. The project is being built on an already developed property with existing impervious surfaces, which will affect the actual increases in stormwater and loading amounts.

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.



MEMORANDUM

TO: Andrew Smith, Land Use Division

FROM: Daniel Studdard, Transportation Access and Mobility Division

DATE: March 28, 2016

SUBJECT: **Transportation Division Review of DRI # 2567**

Project: Dunwoody Crown Towers, 244 Perimeter Center Parkway

County: DeKalb, City of Dunwoody

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

Analysis:

Expedited ☒

Non-Expedited ☐

cc: David Haynes
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by Moreland Altobelli Associates, Inc. on behalf of Crown Holdings Group, the developer of Dunwoody Crown Towers. 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).

The proposed development on the approximate 14-acre site is planned for complete build-out by the year 2026. The master site plan includes two 24-story office towers (567,000 SF each), a restaurant and conference center of approximately 96,000 SF, and a high-rise hotel (28 stories with up to 500 rooms or 356,200 SF) on the west side. The east side is currently being rezoned to include 380 units of high-rise condominiums in mixed-use buildings, a retail center (3 stories with a total of 43,700 SF) and a small luxury hotel with approximately 150 rooms or 115,200 SF of space. The property is adjacent to the Metropolitan Atlanta Rapid Transit Authority (MARTA) rail line and via sidewalk will have direct access to the MARTA Dunwoody rail station.

INFRASTRUCTURE
Transportation

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

Four driveways will provide access to the development along Gold Kist Drive, which will be extended and dedicated as public ROW. One access point, the intersection of Perimeter Center Parkway at Gold Kist Drive, will serve this overall development.

Parking decks will be next to the office, hotel and residential towers. Some additional parking will be provided on the internal street for the restaurant, conference center, and retail building. A total of 5,039 spaces will be provided, based on the site plan.

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*. The development is projected to generate 18,006 gross daily trips and 12,680 net daily trips after applying mixed-use and alternate mode trip reductions. A background traffic growth rate of 1.0% per year along nearby roadways was assumed for 11 years for the 2026 build-out. Details were provided in Table 4 of the DRI traffic study, shown below.

Land Use Dunwoody Crown Towers Development	ITE Code	Weekday Daily Trips	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
1,134,000 SF, Office – Two Towers	710	8,312	1,175	160	230	1,120
500-room Hotel – Tower 356,200 SF	310	4,102	155	110	155	145
32,452 SF Restaurant	931	292	15	10	165	80
63,442 SF Conference Center	715	739	100	15	15	100
380 units High-Rise Condominium	232	1,656	25	115	90	55
150-room Luxury Hotel	310	969	45	35	45	45
43,700 SF Retail Center	826	1,936	60	35	55	70
Gross Trips	-	18,006	1,575	480	755	1,615
25% Reduction Transit*	-	-4,501	-394	-120	-189	-404
Mixed-Use Reduction**	-	-828	-0	-0	-35	-74
Trip Generation of Proposed Zoning	-	12,677	1,181	360	531	1,137
Rounded Values Used in Traffic Study	-	12,680	1,180	360	530	1,140

Source: Table 4: Trip Generation, Dunwoody Crown Towers, DRI #2567 Transportation Analysis

Summarize the transportation improvements as recommended by the traffic study consultant

2026 No Build Conditions

The traffic study found a number of transportation projects that were identified in other DRI studies and are located in the study area. These include the following recommendations.

- The State Farm Phase I development would construct a right-turn lane on Hammond Drive that would allow motorists to turn into the right-in and right-out site driveway of the development.

- The Park Center development would construct a right-in, right-out driveway on Perimeter Center Parkway across from the planned State Farm Phase I development driveway. The State Farm Phase I development driveway would allow southbound left-turns and northbound right-turns into the driveway and right-out turns out of the driveway. There is also a proposed southbound entrance only tunnel into the State Farm Phase I development.
- The Park Center development would construct a driveway across from Gold Kist Drive.
- A new connector road is planned to be constructed from Perimeter Center Parkway to Peachtree-Dunwoody Road. On the City of Dunwoody side, Park Center development would construct the connector roadway from Perimeter Center Parkway to the Sandy Springs City Limits. It will intersect at the current median opening on Perimeter Center Parkway south of Gold Kist Drive. This connector roadway would be constructed as a three-lane roadway. On the Sandy Springs side, the proposed Palisades apartment development will construct the Connector Road as a matching three-lane roadway from Peachtree-Dunwoody Road to the City of Dunwoody City limits.
- Construct an additional left-turn lane on the westbound and northbound approaches of the intersection of Hammond Drive and Perimeter Center Parkway. Construct an exclusive right-turn lane on eastbound Hammond Drive at Perimeter Center Parkway.
- Widen Hammond Drive to six lanes divided, three (3) lanes eastbound and three (3) lanes westbound.
- Restripe and reconstruction the eastbound approach of the intersection Hammond Drive at Ashford-Dunwoody Road to provide one exclusive left-turn, on shared through/right-turn lane and two exclusive right-turn lanes. Remove the split phasing of the traffic signal operation and reprogram the traffic signal timing. Construct at this intersection an additional northbound left-turn lane resulting in a northbound triple left-turn (shown in blue on Figure 7 because it is impractical to construct).

2026 Build Scenario

The traffic study recommended the following transportation improvements for the Dunwoody Crown Towers development.

- Construct an additional left-turn lane on the southbound and westbound approaches of the intersection of Perimeter Center Parkway at Gold Kist Drive. Also, construct an additional lane on Gold Kist Drive from Perimeter Center Parkway to the first driveway of the Dunwoody Crown Towers development.
- Extend Gold Kist Drive across the entire frontage of the Dunwoody Crown Towers development as a 30-foot wide two-lane roadway that ends in a cul-de-sac. Sidewalks would be provided on both sides of Gold Kist Drive. The width of the roadway would allow for bikes to share the road with vehicles.

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

The ARC's Transportation Improvement Plan (TIP), Plan 2040 Regional Transportation Plan (RTP), 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 7 of the Transportation Analysis report.

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)	The Glenridge-Hammond-Peachtree Dunwoody ATMS project will add the system detection needed to expand an adaptive traffic signal control system to include an additional 30 intersections along 5 major corridors in the Perimeter Center region.
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 Parkway 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	2020-2024	Privately funded	Proposed East-West Connector – new road between Peachtree Dunwoody Road and Perimeter Center Parkway south of and parallel to Hammond Drive
6	2015-2016	City of Dunwoody Study	Proposed Hammond Drive Improvement from Ashford-Dunwoody Road into the City of Sandy Springs. The City of Dunwoody is conducting a Hammond Drive corridor study.
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 2.53 miles of Hammond Drive
8	*	0492 (DeKalb 2014)	PATH Foundation Trail system expansion, including approximate alignment near Perimeter Center Parkway and Hammond Drive.
9	2015-2016	Privately funded	Proposed Interchange Modification Study of I-285/Ashford-Dunwoody Road with the Westside Connector; proposed underpass access from I-285 westbound to the Westside Connector (Gold Kist Drive) and ramp access to I-285 eastbound from Westside Connector.

* Completion date has yet to be determined. Source: Table 7, Dunwoody Crown Towers, DRI #2567 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 property will have access via sidewalk to rail and bus service at the MARTA Dunwoody rail station. Sidewalks will be provided along Gold Kist Drive and the internal roadways and bike racks will also be provided on-site to facilitate connections to transit.

Private shuttles connect this MARTA station to nearby office developments. The PCIDs have identified a need to consolidate these shuttles into a public circulator service within the Perimeter Center area. The *Revive* 285 planning process identified the need for express bus, BRT, or other high capacity transit along or near the I-285 corridor from I-75 to I-85.

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

The text at the bottom of page 9 of the traffic study states that the intersection of Ashford-Dunwoody Road at Hammond Drive currently operates at LOS E during the PM peak hour. However, Table 2 shows this intersection operating at LOS B during the PM peak hour. Based on a comparison to the Synchro output in the report appendix, it appears the results for the intersection of Hammond Drive at Ashford-Dunwoody Road and the intersection of Hammond Drive at Shopping Center Driveway may have been reversed. This table shall be revised so that all LOS results match the Synchro analysis results provided.

Table 2 provides no analysis results for the intersection of Perimeter Center Parkway at Lake Hearn Drive. Instead, “N/A” is shown in each of the four columns related to this intersection. This table should show the analysis results or identify why they results are “N/A”.

In the traffic study, Figure 9: Future Lane Configurations in 2026, shows a proposed westbound shared through/left-turn lane at the intersection of Perimeter Center Parkway at Gold Kist Drive. Construction of a shared through/left-turn lane would result in split-phase signal operation at this intersection, which commonly reduces signal operation efficiency. The 2026 Build with Improvements analyses at this intersection shows no traffic making the eastbound and westbound through movements at this intersection. Traffic volumes on these movements are likely to be low, but not necessarily zero vehicles per hour. Additionally, if the design and striping permit the through movement, then the signal operations will have to accommodate it. Therefore, a shared through/left-turn lane is not recommended on the westbound approach to this intersection. Instead, dual left-turn lanes are recommended on the westbound approach. Adequate capacity for through and right-turn movements should also be provided, as determined through the Synchro traffic analysis.

In Figure 9, the intersection of Perimeter Center Parkway at Gold Kist Drive shows one westbound right-turn lane in the 2026 Build with Improvements scenario. Figure 8 shows 925 vehicles making this westbound right-turn movement in 2026. One right-turn lane typically does not provide adequate capacity for 925 vehicles per hour unless it is a free flow lane. However, this study does not propose making this a free flow lane. The Synchro output report for this intersection shows this movement operating at LOS E. The Synchro report includes the 50th percentile queue length for this movement, which has the footnote “Volume exceeds capacity, queue is theoretically infinite”. The Synchro report

also includes the 95th percentile queue length for this movement, which has the footnote “95th percentile volume exceeds capacity, queue may be longer.” Since Gold Kist Drive will be dedicated as public ROW, adequate capacity needs at this intersection should be identified as part of the traffic study.

The traffic report appendix provides daily traffic count volumes and classification counts at a number of locations. Peak hour turning movement count data at the five intersections that are a part of the traffic study should also be provided in the appendix.

Some intersections in the Perimeter Center area have significantly more traffic demand than capacity, particularly during the PM peak hour. At times, the queue from a downstream intersection will extend to or through an upstream intersection, preventing traffic from entering the intersection and being counted in turning movement count totals. This may result in turning movement count volumes that do not fully capture the demand at a given intersection.

Off-street loading for site “B” is identified on the site plan, but loading spaces for the other buildings was not identified. Adequate off-street loading spaces should be provided for all proposed buildings and should meet the zoning and other relevant ordinances from the City of Dunwoody.

The traffic study says that the width of the proposed Gold Kist Drive extension would allow for bikes to share the road with vehicles. Due to the projected heavy traffic volumes along Gold Kist Drive, dedicated bicycle facilities would more effectively serve bicyclists along this corridor.

Developments of Regional Impact

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DRI #2567

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:

Dunwoody Crown Towers

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

244 Perimeter Center Parkway

Brief Description of Project:

Mixed residential, hotel and retail project. The proposed rezoning is for 4.75 acres of a 15-acre parcel and includes 380 residential units at 416,400 s.f., 43,700 s.f. of retail, and 150 hotel rooms. The existing zoning entitlements -- which include two 24-story office buildings at 1,134,000 s.f., a 28-story hotel at approximately 356,200 s.f., 32,452 s.f. of restaurant/office, and a 63,442 s.f. conference center -- will remain on the adjacent 9.2 acres.

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.):	2,000,000+ s.f. mixed-use development on 15 acres (see "Brief Description" field)
Developer:	Duwnoody Crown Holdings, LLC
Mailing Address:	c/o G. Douglas Dillard, Esq., Pursley, Friese, Tor
Address 2:	1230 Peachtree Street, Suite 1200
	City:Atlanta State: GA Zip:30309
Telephone:	404-665-1243
Email:	jarnold@pftlegal.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, provide the following information:	Project Name: Gold Kist Redevelopment (1997) - DRI ID # unknown
	Project ID: 0
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 checked="" type="radio"/> Yes <input type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	50 percent
Estimated Project Completion Dates:	This project/phase: 2020 Overall project: 2025
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Developments of Regional Impact

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DRI #2567

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:	Dunwoody Crown Towers
DRI ID Number:	2567
Developer/Applicant:	Dunwoody Crown Towers, LLC c/o G. Douglas Dillard, Esq. Pursley Friese Torgrimson
Telephone:	404-665-1243
Email(s):	jarnold@pftlegal.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
---	--

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

Economic Development

Estimated Value at Build-Out:	\$600-\$700 million
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Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$40-\$45 million
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 type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
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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)?	0.405
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?	
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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)?	0.405
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?	
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Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per	12,680 weekday trips per day, 1540 trips per a.m. peak hour, 1670 per p.m. peak hour

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:An additional left turn lane is needed on the westbound approach of Gold Kist Drive at Perimeter Center Parkway. An additional through lane is needed on Gold Kist Drive from perimeter Center Parkway to the Dunwoody Crown Towers Driveway. An additional left turn lane is needed on southbound Perimeter Center Parkway at Gold Kist Drive.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	28,544
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?	67 percent
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Stormwater runoff will be treated for water quality, channel protection, and detention in an on-site stormwater management facility. Stormwater will be treated in accordance to the requirements of the GA Stormwater Management Manual and the City of Dunwoody Code.	
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 checked="" type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected: A stream and stream buffers will be impacted, thus requiring local, state, and federal permits.	
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Back to Top	

DUNWOODY CROWN TOWERS

RE-ZONING APPLICATION FOR SITE "B"

244 PERIMETER
CENTER PARKWAY,
DUNWOODY GA

DRI NUMBER: 2567

PROJECT TEAM

OWNER

CROWN HOLDINGS GROUP

4828 ASHFORD DUNWOODY RD, ATLANTA GA 30338

Contact: NAME
CHARLIE BROWN

ARCHITECT

THOMPSON, VENTULETT, STAINBACK &
ASSOCIATES, INC ARCHITECTS

1230 PEACHTREE ST NE, SUITE 2700 ATLANTA GA 30309

Contact: ROB SVEDBERG
404.840.4762

ATTORNEYS

PURSLEY FRIESE TORGRIMSON

PROMENADE SUITE 1200 1230 PEACHTREE ST NE ATLANTA GA 30309

Contact: G. DOUG DILLARD
404.665.1244

TRAFFIC CONSULTANT

MORELAND ALTOBELLI ASSOCIATES, INC.

2450 COMMERCE AVENUE, SUITE 100, DULUTH, GA 30096

Contact: KARLA POSHEDLY
770.263.5945

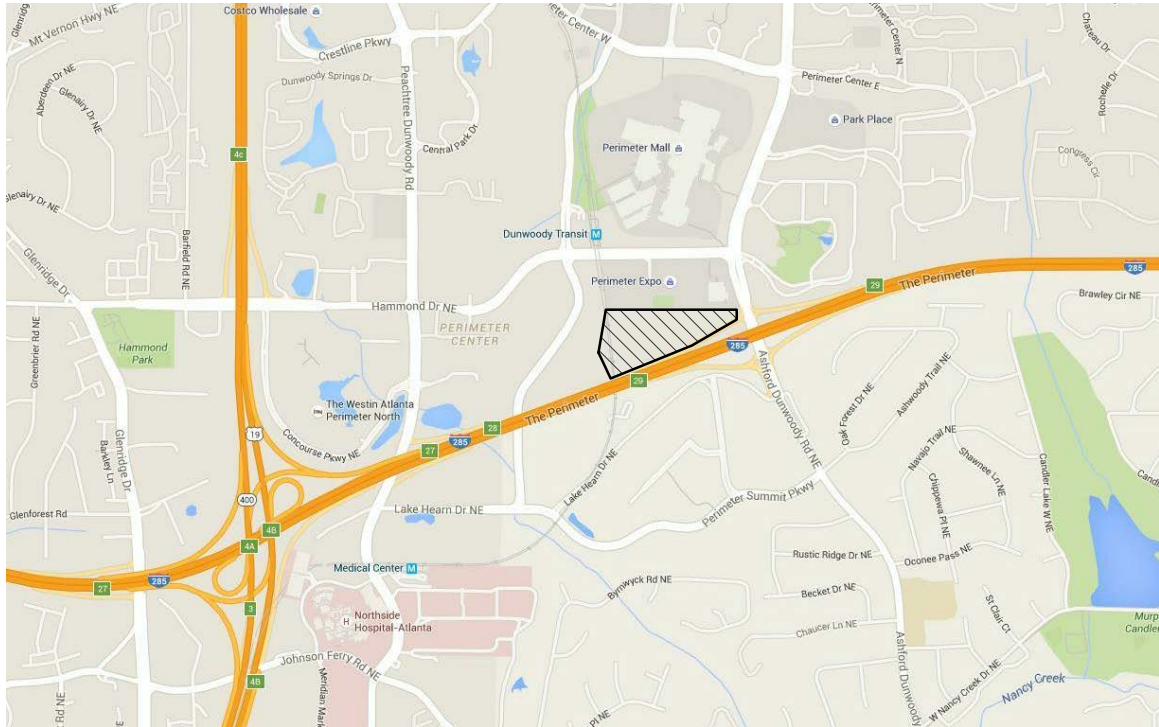
Sheet List DRI

Sheet Number	Sheet Name
CP-000	COVERSHEET
CP-001	SITE PLAN
CP-002	CONCEPTUAL PLAN - MASSING

NOTE: PARKING FOR SITE "B" IS ACCOMMODATED WITHIN PARKING DECKS; THEREFORE LANDSCAPING PLAN FOR PARKING AREAS IS NOT INCLUDED.

LOCATION MAP

1" = 20'-0"



tvstdesign

THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC.
1230 PEACHTREE STREET NE SUITE 2700 ATLANTA, GEORGIA 30309
404-888-6600

CROWN
HOLDINGS GROUP

CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL

PROJECT DUNWOODY CROWN TOWERS
RE-ZONING APPLICATION FOR SITE "B"

244 PERIMETER CENTER
PARKWAY, DUNWOODY GA

COVERSHEET

DATE
03/21/2016

PROJECT NO.
04513.000

DWG NO.

CP-000

SITE "A" PROPOSED DENSITY

9.2 ACRES -- O-I ZONING
W/ APPROVED ENTITLEMENTS PURSUANT TO
THE VARIANCE GRANTED BY DEKALB COUNTY
ON FEBRUARY 9, 1999

OFFICE BUILDING A:	24 FLOORS -- 567,000 SF
OFFICE BUILDING B:	24 FLOORS -- 567,000 SF
HOTEL TOWER:	28 FLOORS -- 356,200 SF
PARKING DECK A:	10 FLOORS -- 827,200 SF = 2753 CARS
PARKING DECK B:	10 FLOORS -- 352,000 SF = 1173 CARS
RESTAURANT/OFFICE:	5 FLOORS -- 32,452 SF
CONFERENCE CENTER:	5 FLOORS -- 63,442 SF
TOTAL SITE AREA:	400,749 SF
TOTAL BLDG FOOTPRINT:	175,022 SF
TOTAL PAVED AREA:	106,322 SF
TOTAL COVERAGE =	281,344 SF
PERCENT COVERAGE =	281,344/400,749 = 70.2%

SITE "B" PROPOSED DENSITY

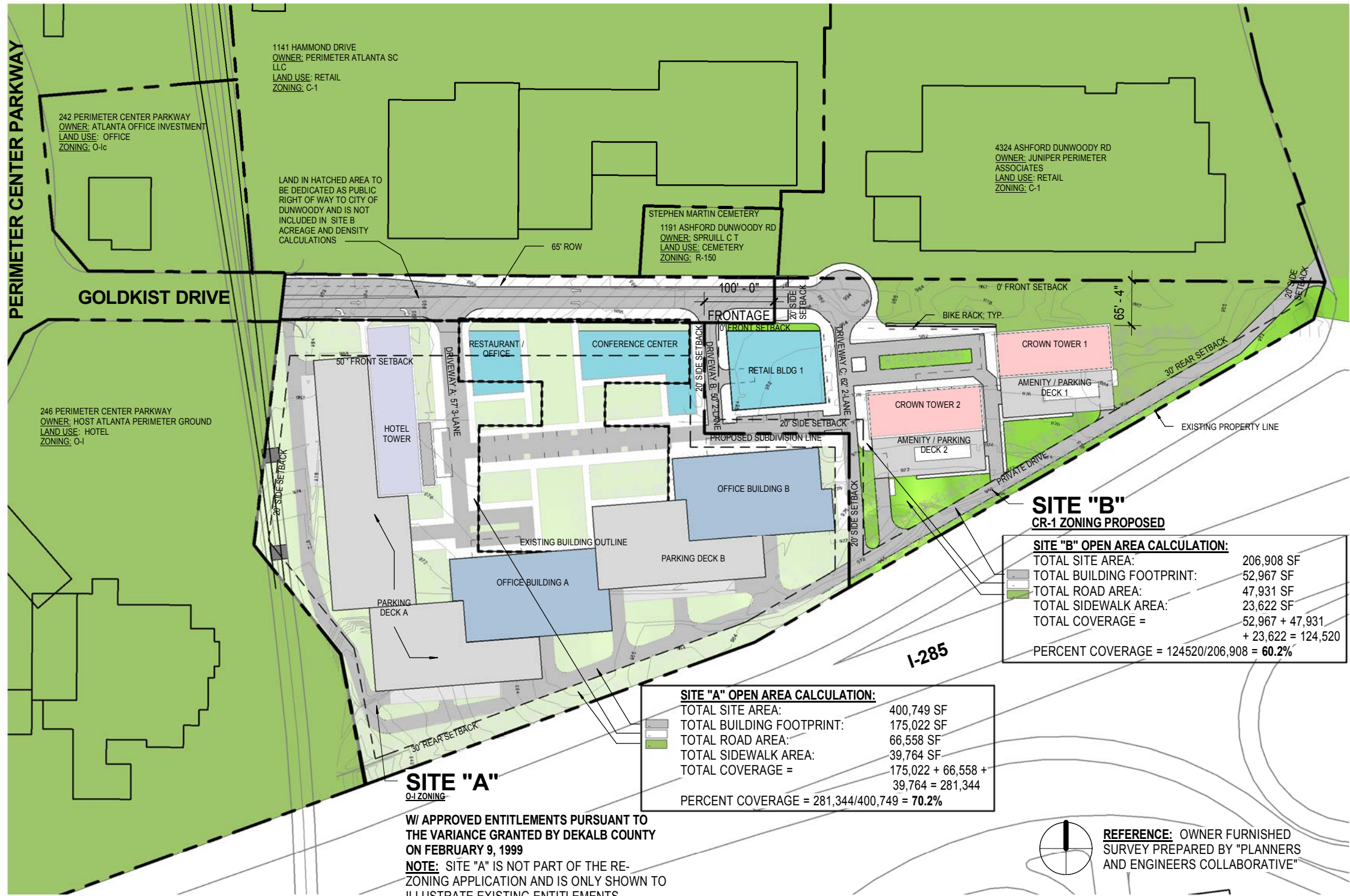
4.75 ACRES
CR-1 ZONING PROPOSED
80 UNITS PER ACRE x 4.75 ACRES
= 380 RESIDENTIAL UNITS

CROWN TOWER 1:
28-30 RESIDENTIAL FLOORS
291,600 SF (+/- 15%) = 265 UNITS
+ 4-5 FLOORS ABOVE GRADE PARKING
+ 4 FLOORS BELOW GRADE PARKING
TOTAL PARKING = 158,800 SF = 488 CARS (+/- 15%)

TOTAL HEIGHT NOT TO EXCEED 35 STOREYS

CROWN TOWER 2:
11-13 RESIDENTIAL FLOORS
124,800 SF (+/- 15%) = 115 UNITS
+ 10-12 HOTEL FLOORS -- 115,200 SF (+/- 15%)
= 150 ROOMS
+ 4-5 FLOORS ABOVE GRADE PARKING
+ 4 FLOORS BELOW GRADE PARKING
TOTAL PARKING = 158,800 SF = 488 CARS (+/- 15%)
TOTAL HEIGHT NOT TO EXCEED 29 STOREYS

RETAIL BLDG 1:
3 RETAIL FLOORS -- 43,700 SF (+/- 15%)
+ 4 FLOORS BELOW GRADE PARKING -- 48,000 SF
= 137 CARS (+/- 15%)



1 SITE PLAN - DRI
1" = 150'-0"



SITE "B" PARKING REQUIREMENTS:

RESIDENTIAL:
380 RESIDENTIAL UNITS = 190 2BR + 95 1BR + 95 3BR
TOTAL BEDROOMS = 760 = 760 PARKING SPACES
+ 1 VISITOR SPACE PER 8 UNITS = 380/8 = 48 SPACES
TOTAL PARKING REQUIRED FOR RESIDENTIAL = 760+48 = **808 SPACES**

HOTEL:
150 ROOMS x 1.25 SPACES PER ROOM = 188 SPACES
188 x .75 = 141
(25% ALLOWED MOTOR VEHICLE PARKING REDUCTION FOR TRANSIT SERVED LOCATIONS WITHIN 1500 FEET OF COMMUTER RAIL APPLIES TO THIS PROJECT)
REDUCED PARKING REQUIRED FOR HOTEL = **141 SPACES**

TOTAL PARKING REQUIRED = 949 SPACES
TOTAL PARKING PROPOSED = 976 SPACES

RETAIL:
4 SPACES PER 1,000 SF;
43,700 SF / 1,000 = 43.7
43.7 x 4 = 175 SPACES
171 x .75 = 131 SPACES
(25% ALLOWED MOTOR VEHICLE PARKING REDUCTION FOR TRANSIT SERVED LOCATIONS WITHIN 1500 FEET OF COMMUTER RAIL APPLIES TO THIS PROJECT)
REDUCED PARKING REQUIREMENT FOR RETAIL = **131 SPACES**





TOTAL PARKING REQUIRED = 131 SPACES
TOTAL PARKING PROPOSED = 137 SPACES

SITE "B" OFF-STREET LOADING REQUIREMENTS:

PER SECTION 27-212:

- 1 LOADING SPACE HAS BEEN PROVIDED FOR CROWN TOWER 1 (265 UNITS)
- FOR CROWN TOWER 2 (115 RESIDENTIAL UNITS & 150 HOTEL ROOMS)
- 1 LOADING SPACE HAS BEEN PROVIDED FOR RETAIL BUILDING (43,700 SF)

PROGRAM COLOR LEGEND

	OFFICE
	RETAIL
	RESIDENTIAL
	HOTEL

tvsvdesign

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CROWN

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SEAL

PROJECT DUNWOODY CROWN TOWERS
RE-ZONING APPLICATION FOR SITE "B"

244 PERIMETER CENTER PARKWAY, DUNWOODY GA

TITLE CONCEPTUAL PLAN - MASSING

SCALE 1/8" = 1'-0"

DATE 02/02/2016

PROJECT NO. 04513.000

DWG NO.

CP-002