

REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: May 14, 2019

ARC REVIEW CODE: R1905141

TO: Mayor John Ernst, City of Brookhaven
ATTN TO: Patrice Ruffin, Community Development Director
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: Emory at Executive Park (DRI 2962)

Review Type: DRI

Submitting Local Government: City of Brookhaven

Date Opened: May 14, 2019

Deadline for Comments: May 29, 2019

Date to Close: June 3, 2019

Description: This mixed-use DRI is on approximately 60 acres in the City of Brookhaven, northwest of Briarcliff Road, southwest of North Druid Hills Road (SR 42), southeast of I-85, and north of Sheridan Road. The project is proposed to include approximately 1,620,800 SF of office/medical office space; a 200,000 SF (140 bed) hospital; 370 multi-family residential units; 200 hotel rooms; and 20,000 SF of retail space. The project overlaps with the site of a previously reviewed DRI known as Executive Park (DRI 1583), reviewed in 2008. The local trigger action for the DRI review is a rezoning application filed with the City of Brookhaven. The proposed project is proposed to be completed in two phases, with Phase 1 expected to be built by 2029 and phase 2, or the complete development, expected to be built by 2034.

PRELIMINARY COMMENTS: This DRI appears to manifest certain aspects of regional policy, including many of those at the bottom of this narrative. The development plan contemplates an infill, mixed-use development within much of the existing Executive Park office campus, adding a mix of new office, medical office, hospital and residential uses, along with supporting retail. This mix of uses will offer the potential to better activate the overall site as a regional destination.

The site is accessible via MARTA bus routes 8 and 30, as well as existing Emory University shuttle service. Emory plans to enhance its shuttle service, which travels to and from the main Emory campus, for staff and patrons. DRI site workers and visitors also may choose to walk or bike to work given the mix of residential and non-residential uses, current and planned development around the site, and connections to the larger pedestrian/bicycle network such as the North Fork Peachtree Creek Greenway project, which is currently underway and plans to provide an access point near the Salvation Army complex northwest of I-85 at N. Druid Hills Rd. Emory also plans to provide pedestrian and bicycle facilities (multi-use paths) throughout the proposed DRI development. Many of these characteristics will collectively offer the potential to support the use of alternative transportation modes for both site access and internal site circulation, thereby reducing single-occupancy vehicle trips.

To capitalize on this potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. This is especially important in terms of creating a strong pedestrian connection between the various DRI parcels – and between the DRI parcels and the existing office, residential and other uses present throughout Executive Park today. This recommendation is made given

that the applicant utilized an alternative mode trip reduction of 10% in the SRTA/GRTA-required DRI traffic study. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site. The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design best practices throughout the site in general, in parking areas, on site driveways, in stormwater detention facilities, and as part of any improvements to site frontages.

Additionally, the applicant team should ensure that project driveways and internal intersections, and their associated improvements (e.g., new signals, relocation of existing signals, deceleration lanes, turn lanes, etc.), are designed and implemented in full coordination with GDOT (N. Druid Hills Rd. and Briarcliff Rd. adjacent to the site are both state routes) and DeKalb County DOT (Sheridan Rd., as well as Briarcliff Rd. northeast of the site, are County roadways) to safely and efficiently accommodate the DRI's projected traffic.

The intensity of this proposed project generally aligns with the RDG's recommended parameters regarding density and building height in Regional Employment Corridors. The land use mix is also generally consistent with the RDG. However, many areas near the site – particularly to the south and west – are unlike this DRI in that they are predominated by residential uses. This includes land outside the City of Brookhaven's jurisdiction (e.g., unincorporated DeKalb County to the south and southeast, and the City of Atlanta to the west). In view of these factors, it will be critical for Brookhaven's leadership and staff, along with the applicant team, to collaborate to the greatest extent possible to ensure maximum sensitivity and mitigate potential impacts to nearby local governments, neighborhoods, natural resources and land uses.

Additional, preliminary ARC staff comments, related to transportation and water resources planning, are attached to this report.

Further to the above, Regional Employment Corridors, along with the Region Core (roughly Downtown, Midtown and Buckhead), form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and eight percent of the region's population on approximately 2.25 percent of the region's land area. Regional policy recommendations 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 the redevelopment of existing sites.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CITY OF ATLANTA
CITY OF TUCKER

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA SOIL & WATER CONSERVATION COMMISSION
CITY OF CHAMBLEE
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY
DEKALB COUNTY
CITY OF DECATUR

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



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 RDC: **Emory at Executive Park** *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
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1645
asmith@atlantaregional.org

Return Date: *May 29, 2019*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: May 14, 2019

ARC REVIEW CODE: R1905141

TO: ARC Group Managers

FROM: Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Natural Resources: Santo, Jim

Aging and Health Resources: Perumbeti, Katie

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

Name of Proposal: Emory at Executive Park (DRI 2962)

Review Type: Development of Regional Impact

Description: This mixed-use DRI is on approximately 60 acres in the City of Brookhaven, northwest of Briarcliff Road, southwest of North Druid Hills Road (SR 42), southeast of I-85, and north of Sheridan Road. The project is proposed to include approximately 1,620,800 SF of office/medical office space; a 200,000 SF (140 bed) hospital; 370 multi-family residential units; 200 hotel rooms; and 20,000 SF of retail space. The project overlaps with the site of a previously reviewed DRI known as Executive Park (DRI 1583), reviewed in 2008. The local trigger action for the DRI review is a rezoning application filed with the City of Brookhaven. The proposed project is proposed to be completed in two phases, with Phase 1 expected to be built by 2029 and phase 2, or the complete development, expected to be built by 2034.

Submitting Local Government: City of Brookhaven

Date Opened: May 14 , 2019

Deadline for Comments: May 29, 2019

Date to Close: June 3, 2019

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:

[illegible]



Developments of Regional Impact

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DRI #2962

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: City of Brookhaven

Individual completing form: Drew Murray

Telephone: 404-637-0500

E-mail: planning@brookhavenga.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: Emory at Executive Park

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1330 Executive Park Dr. 18 156 03 006 1306 Executive Park Dr. 18 156 03 007 1344

Brief Description of Project: Approximate 58-acre mixed-use development with residential, hotel, hospital, general office, medical office, and retail land uses.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 370 residential units, 200-room hotel, 140-bed hospital, 1,184,800 square feet of general office, 43

Developer: Emory University

Mailing Address: 100 Water Tower Place

Address 2:

City: Atlanta State: GA Zip: 30322

Telephone: 404-727-8439

Email: sara.lu@emory.edu

Is property owner different from developer/applicant? ☐ (not selected) ☐ Yes ☒ No

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)

Yes

No

If yes, provide the following information:

Project Name:

Project ID:

The initial action being requested of the local government for this project:

Rezoning

Variance

Sewer

Water

Permit

Other

Is this project a phase or part of a larger overall project?

(not selected)

Yes

No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates:

This project/phase: 2034

Overall project: 2034

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Developments of Regional Impact

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

DRI #2962

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: City of Brookhaven
Individual completing form: Drew Murray
Telephone: 404-637-0500
Email: planning@brookhavenga.gov

Project Information

Name of Proposed Project: Emory at Executive Park
DRI ID Number: 2962
Developer/Applicant: Emory University
Telephone: 404-727-8439
Email(s): sara.lu@emory.edu

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: Up to \$1-Billion

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Approximately \$7-million

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): Approximately 50,000 square feet of general office, and approximately 150,000 square feet of medical office.

Water Supply

Name of water supply DeKalb County

provider for this site:

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

0.51 MGD

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: DeKalb County

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

0.42 MGD

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.)

Approximately: 26,632 net daily trips; 1,841 trips (AM peak); 2,325 trips (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: Please refer to the Traffic Study performed by Kimley-Horn and Associates.

Solid Waste Disposal

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

4,722 tons

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

85%

proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Stormwater management facilities will be developed in accordance with the Georgia Stormwater Management Manual and the City of Brookhaven Stormwater Ordinance.

Environmental Quality

Is the development located within, or likely to affect any of the following:

- 1. Water supply watersheds? (not selected) Yes No
- 2. Significant groundwater recharge areas? (not selected) Yes No
- 3. Wetlands? (not selected) Yes No
- 4. Protected mountains? (not selected) Yes No
- 5. Protected river corridors? (not selected) Yes No
- 6. Floodplains? (not selected) Yes No
- 7. Historic resources? (not selected) Yes No
- 8. Other environmentally sensitive resources? (not selected) Yes No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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EMORY AT EXECUTIVE PARK DRI
City of Brookhaven
Natural Resources Group Review Comments
May 8, 2019

Watershed Protection and Stream Buffers

The proposed project is in the watershed of the North Fork of Peachtree Creek, which is part of the Peachtree Creek watershed that drains into the Chattahoochee River downstream of 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 and no streams are shown on the site plan. Any unmapped streams on the property may be subject to the requirements of the City's stream buffer ordinance. Any unmapped waters of the state on the property will also be subject to the State 25-foot erosion and sedimentation buffer.

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. As with all development, water quality will be impacted after construction 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.

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

- Use 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.
- Use pervious concrete or other pervious materials in the parking/storage areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff and can help filter pollutants before reaching streams.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #2962
DRI Title Emory At Executive Park
County DeKalb County
City (if applicable) City of Brookhaven
Address / Location The site is located northwest of Briarcliff Road, southeast of North Druid Hills Road (SR 42), north of Sheridan Road.

Proposed Development Type:

A 60 acre mixed use development consisting of 370 dwelling units, 140 hospital beds, 200 room hotel, 414,000 sf of general office, 166,000 sf of medical office and 20000 sf of retail.

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied [Click here to enter text.](#)
Date May 7, 2019

TRAFFIC STUDY

Prepared by Kimley Horn
Date May 1, 2019

REGIONAL TRANSPORTATION PLAN PROJECTS

- 01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

☒ YES (provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)

The traffic analysis includes Appendix E of project fact sheets in the network study area and a chart of programmed projects as identified in the Atlanta Region's Plan on Page 67 of the traffic analysis. Project DK-344C (a signal upgrades project) shows network year to be determined in the analysis however the project is scheduled construction in 2020.

☐ NO (provide comments below)

REGIONAL NETWORKS

- 02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?**

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (identify the roadways and existing/proposed access points)

The development proposes access off Executive Park Drive and Executive Park South.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

[Click here to provide comments.](#)

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station North Avenue Rail station is 1.2 miles away from the site.

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

- ☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

MARTA Rail Service does exist in the broader vicinity of the site. No rail service within one mile.

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) 8, 30

Distance* ☒ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

The site is directly adjacent to the Eastside Atlanta Beltline

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☒ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

- ☐ NO
- ☒ YES

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

- ☐ NOT APPLICABLE (nearest path or trail more than one mile away)
- ☒ YES (provide additional information below)

- | | |
|-------------------|---|
| Name of facility | North Fork Peachtree Creek Greenway |
| Distance | <input type="checkbox"/> Within or adjacent to development site (0.10 mile or less)
<input type="checkbox"/> 0.15 to 0.50 mile
<input checked="" type="checkbox"/> 0.50 to 1.00 mile |
| Walking Access* | <input checked="" type="checkbox"/> Sidewalks and crosswalks provide connectivity
<input type="checkbox"/> Sidewalk and crosswalk network is incomplete
<input type="checkbox"/> Not applicable (accessing the site by walking is not consistent with the type of development proposed) |
| Bicycling Access* | <input type="checkbox"/> Dedicated lanes or cycle tracks provide connectivity
<input type="checkbox"/> Low volume and/or low speed streets provide connectivity
<input type="checkbox"/> Route uses high volume and/or high speed streets |

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☒ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☒ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ OTHER (Please explain)

Proposed driveways allow vehicular and pedestrian movement between adjacent land uses.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
- ☐ OTHER (Please explain)

The project proposes a multi use path (pedestrian and bicycles facilities) throughout the development.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☒ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips).

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

Click here to enter text.

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

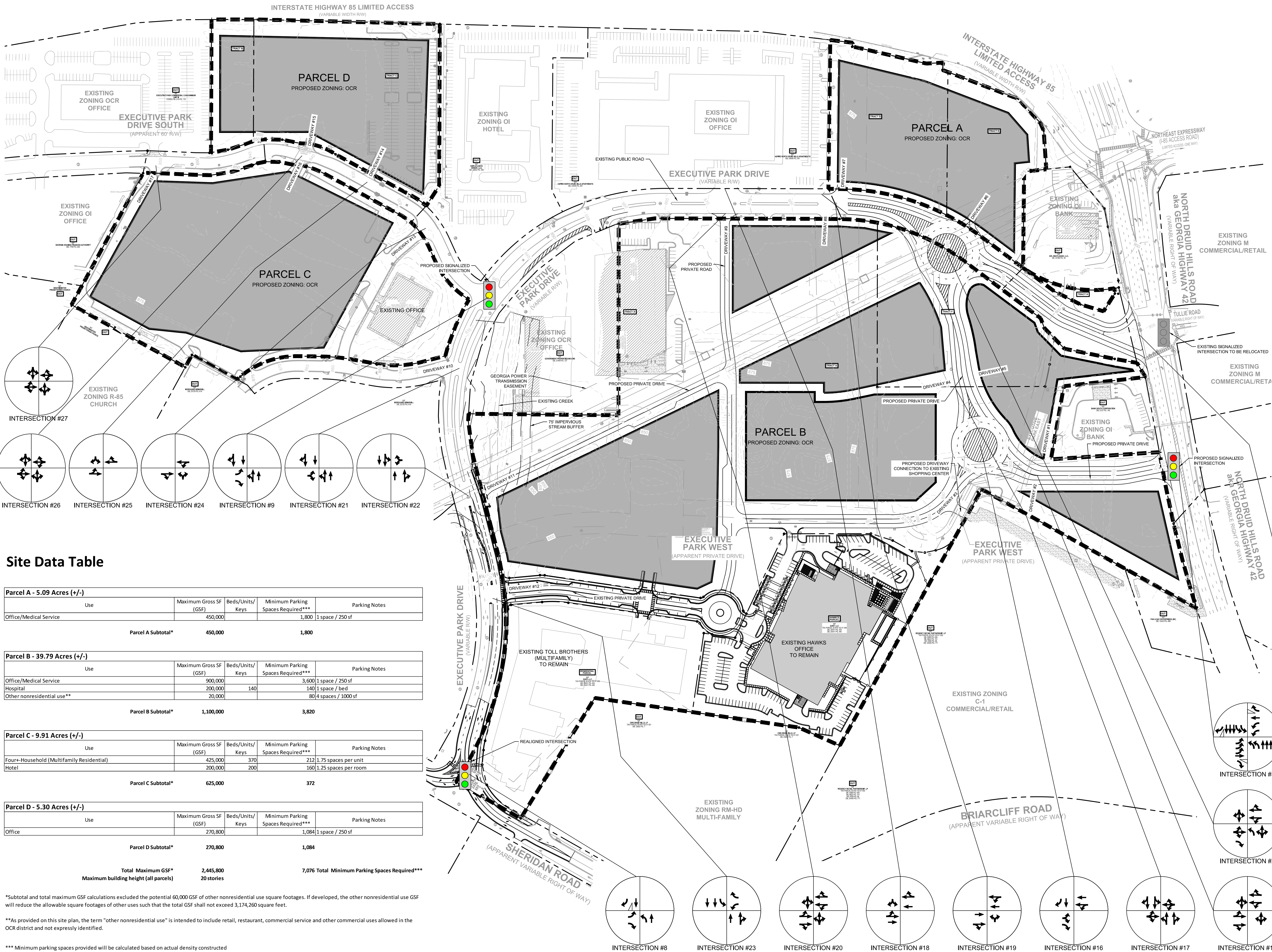
- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

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15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None

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SITE PLAN LEGEND:

EXISTING PROPERTY LINE

PARCEL BOUNDARY LIMITS (±60 AC)

PROPOSED BUILDING

SITE NOTES:

DRI #2962

OVERALL SITE AREA: ±60 AC

CURRENT ZONING: OCR (OFFICE-COMMERCIAL-RESIDENTIAL)

OWNER: EMORY UNIVERSITY

PROGRAM:

TOTAL RESIDENTIAL UNITS PER ACRE

PER CITY OF BROOKHAVEN CODE OF ORDINANCES:

30

PARCEL A:

0

PARCEL B:

0

PARCEL C:

37.3

PARCEL D:

0

TOTAL:

6.16

FLOOR AREA RATIO:

NON-RESIDENTIAL

PER CITY OF BROOKHAVEN CODE OF ORDINANCES:

1.50

PARCEL A:

2.03

PARCEL B:

0.72

PARCEL C:

1.45

PARCEL D:

1.17

TOTAL:

0.99

CONTACTS:

APPLICANT:

EVER, LLC

100 WATER TOWER PLACE

BUILDING A, SUITE 115

ATLANTA, GA 30322

SARA LU

PHONE: (404) 727-8439

CONTACT:

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ATLANTA, GA 30308

MIKE LOPEZ, P.E.

PHONE: (404) 419-8700

CIVIL ENGINEER:

CONTACT:

NOTE:

• PROPOSED USES AND SQUARE FOOTAGE MAY BE REALLOCATED AMONG THE PARCELS PROVIDED THE TOTAL GSF AND THE AGGREGATE GSF ALLOWED FOR EACH USE IS NOT EXCEEDED

• PROPOSED PRIVATE ROADS MAY CHANGE AND BUILDING PADS MAY CHANGE TO ACCOMMODATE THESE ROADS

• SIDEWALKS TO BE PROVIDED IN ACCORDANCE WITH CITY OF BROOKHAVEN STANDARDS

• PARKING TO COMPLY WITH CITY OF BROOKHAVEN CODE OF ORDINANCES

INTERSECTION #50

INTERSECTION #5

INTERSECTION #2

INTERSECTION #8

INTERSECTION #23

INTERSECTION #20

INTERSECTION #18

INTERSECTION #19

INTERSECTION #16

INTERSECTION #17

INTERSECTION #15

LOCATION MAP

NORTH

GRAPHIC SCALE IN FEET

0 50 100 200

Site Data Table

Parcel A - 5.09 Acres (+/-)				
Use	Maximum Gross SF (GSF)	Beds/Units/ Keys	Minimum Parking Spaces Required***	Parking Notes
Office/Medical Service	450,000		1,800	1 space / 250 sf
Parcel A Subtotal*		450,000	1,800	

Parcel B - 39.79 Acres (+/-)				
Use	Maximum Gross SF (GSF)	Beds/Units/ Keys	Minimum Parking Spaces Required***	Parking Notes
Office/Medical Service	900,000		3,600	1 space / 250 sf
Hospital	200,000	140	140	1 space / bed
Other nonresidential use**	20,000		80	4 spaces / 1000 sf
Parcel B Subtotal*		1,100,000	3,820	

Parcel C - 9.91 Acres (+/-)				
Use	Maximum Gross SF (GSF)	Beds/Units/ Keys	Minimum Parking Spaces Required***	Parking Notes
Four+ Household (Multifamily Residential)	425,000	370	212	1.75 spaces per unit
Hotel	200,000	200	160	1.25 spaces per room
Parcel C Subtotal*		625,000	372	

Parcel D - 5.30 Acres (+/-)				
Use	Maximum Gross SF (GSF)	Beds/Units/ Keys	Minimum Parking Spaces Required***	Parking Notes
Office	270,800		1,084	1 space / 250 sf
Parcel D Subtotal*		270,800	1,084	
Total Maximum GSF*		2,445,800	7,076 Total	Minimum Parking Spaces Required***
Maximum building height (all parcels)		20 stories		

*Subtotal and total maximum GSF calculations excluded the potential 60,000 GSF of other nonresidential use square footages. If developed, the other nonresidential use GSF will reduce the allowable square footages of other uses such that the total GSF shall not exceed 3,174,260 square feet.

**As provided on this site plan, the term "other nonresidential use" is intended to include retail, restaurant, commercial service and other commercial uses allowed in the OCR district and not expressly identified.

*** Minimum parking spaces provided will be calculated based on actual density constructed

Kimley»Horn

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PHONE: (404) 419-8700 | www.kimley-horn.com

TITLE:

DRI SITE PLAN

PROJECT:

EXECUTIVE PARK

CLIENT:

EMORY UNIVERSITY
HOSPITAL SYSTEM

JOB NUMBER: 019580025

SCALE: 1" = 100'

DATE: 05/06/2019

SHEET: EXHIBIT A