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ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303

May 2, 2003

Honorable Vernon Jones, CEO
DeKalb County Commission
1300 Commerce Drive 6th Floor
Decatur, Georgia 30030

RE: Development of Regional Impact Review
211 Perimeter Center (TMW Management)

Dear Mr. Jones:

I am writing to let you know that the ARC staff has completed the Development of Regional Impact (DRI) review of the 211 Perimeter Center (TMW Management) development. After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that this DRI is in the best interest of the State.

I am enclosing a copy of our final review report. Please feel free to call me, or Brian Borden (404-463-3311), if you have any questions concerning the review.

Sincerely,

Charles Krautler
Director

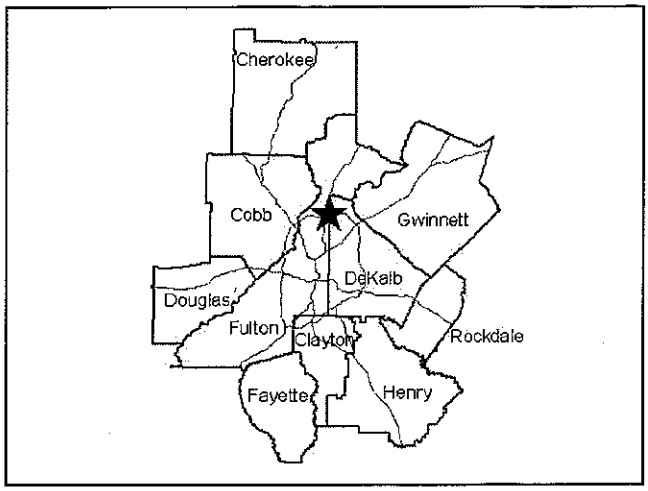
CK/bgb

Enclosures

C: Mr. Raymond White, DeKalb County
Mr. Dean Patterson, TMW Management, LLC
Mr. Tom Coleman, GDOT
Mr. Rick Brooks, GDCA
Mr. Harold Reheis, GEPD
Mr. James M Ritchey, Jr., GRTA
Mr. Nathaniel Ford, MARTA

WEB LINK TO DCA: FORM 1, FORM 2

PROPOSED DEVELOPMENT:



The 211 Perimeter Center development includes 438 multiple-family dwelling units, 370,000 square feet of new office space, a 200 room hotel, and 20,400 square feet of street level retail space. A 235,000 square foot office building would remain, as would a six-story parking garage. Surface parking spaces would be removed, and this area would be used for the proposed new development. The existing parking garage contains 833 parking spaces. Four new decks would be constructed to provide a total of 3,087 parking spaces. The total development site is 13.4 acres of land and is located on the western side of Perimeter Center Parkway, north of Hammond Drive in northern Dekalb County. The project's western property line is the boundary line between Fulton County and Dekalb County. The project is located adjacent to the north of a recently reviewed DRI, Perimeter Town Center. The proposed project attempts to integrate into the design of Perimeter Town Center as well as to integrate into the development concepts encourage by the Perimeter Center LCI, of which this site is a part.

PROJECT PHASING:

The project is anticipated to be completed as a single continuous phase, with a build out year of 2012.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

Yes, according to information submitted with the development.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

The site proposed for development abuts Fulton County to the west. No inconsistencies with other local government's comprehensive plans.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No implementation impacts were identified during the review.

Is the proposed development consistent with regional plans and policies?

This project meets or exceeds many of the policies and best development practices of the Regional Development Plan (RDP). However, the site design could be further refined to improve the consistency with RDP Policies and Practices. It is strongly recommended that the following policies and practices be used to evaluate the current site design:

Regional Development Plan Policies

Policy 3 - Strengthen and enhance the residential and mixed-use character of existing and emerging Activity Centers.

Policy 13 - Encourage the utilization of Best Development Practices.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half mile apart, or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle".
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes. According to regional averages, the proposed development, at build out, will have a population of 876, including 126 students and 1,474 jobs.

What other major development projects are planned near the proposed project?

The following projects were reviewed by the ARC as either any Area Plan (1984 to1991) or as a DRI (1991 to present):

Year	Name
1984	POTOMAC HILLS
1984	TRAVELERS ONE AND TWO
1984	CRESTLINE
1985	OAK FOREST
1985	CENTRAL PARK
1985	DUNWOODY SPRINGS OFFICE CENTER II
1985	REMINGTON PARK
1985	PEACHTREE-DUNWOODY
1985	LAKE HEARN
1986	MEADOW LANE
1986	PERIMETER WEST
1986	ABERDEEN FOREST
1986	LANDMARKS CONCOURSE
1987	POST DUNWOODY RESIDENTIAL
1987	NORTHPARK TOWN CENTER
1987	POTOMAC HILLS - REVISED
1987	LAKESIDE COMMONS
1987	PALISADES PHASE FOUR
1987	SCOTTISH RITE HOSPITAL
1988	GLENLAKE OFFICE PARK
1988	1117 PERIMETER CENTER WEST - REVISED
1988	CENTRAL PARK - REVISED
1988	CRESTLINE (REVISED)
1988	HAMMOND VENTURE
1989	HAMMOND CENTER
1989	ROSWELL/285 MIXED USE
1989	PEACHTREE-DUNWOODY APARTMENTS
1990	CROWNE POINT
1990	COX BROADCASTING OFFICE PARK
1990	5825 GLENRIDGE DRIVE MIXED USE
1991	ASHFORD GREEN
1994	GLENRIDGE PERIMETER OFFICE DEVELOPMENT
1997	GOLD KIST
2002	PERIMETER TOWN CENTER

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

No. Although the site is presently developed with an office building and a parking garage, those structures would remain. The surface parking areas are to be redeveloped and would provide the space for the new development.

Will the development cause a loss in jobs? If yes, how many.

No.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The development is located on the western side of Perimeter Center Parkway to the north of Hammond Drive in northern Dekalb County. The project's western property line is the boundary line between Fulton County and Dekalb County.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

As noted previously, the site is adjacent to the eastern boundary of Fulton County.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The surrounding land use is primarily office and retail in character. The proposed project will include substantial public improvements that will improve the connectivity of the surrounding area with the existing MARTA station and potentially with Perimeter Mall.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Information submitted with the review estimates a value of $188,000,000 at build-out with tax revenues estimated at $2,700,000 per year.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

The proposed development will provide additional housing and new housing options as well as office and retail opportunities in this part of the Atlanta Region. The development is a true live-work-shop-play development with uses integrated in the individual buildings and this will promote pedestrian travel. The proposed project is located in the Perimeter Center Livable Center Study Area and meets or exceeds the recommendations found in this plan.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

No.

In what ways could the proposed project create impacts that would damage or help to preserve the resource?

Watershed Protection

The property is not in the Chattahoochee River Corridor, but it is within the Nancy Creek/Peachtree Creek basin that drains to the Corridor portion of the River. The Metropolitan River Protection Act requires that local governments with land draining to the Corridor portion of the River adopt tributary buffer zone ordinances to protect tributaries flowing to the Chattahoochee. DeKalb County has a countywide buffer ordinance which serves as the required Chattahoochee Tributary Buffer Ordinance. The DeKalb ordinance requires 75-foot buffers along its designated streams. The Chamblee 1:24,000 USGS quad sheet, which includes the project area, was first printed in 1954, with photo revisions in 1968 and 1973. The 1973 revision shows a blue line stream north of Hammond Drive, east of Peachtree-Dunwoody and west of the original Perimeter Mall. The map information shows the area before most of its existing development was built. The stream runs north to south and may run through or near the proposed project site. If any portion of the original creek remains above ground on or adjacent to the proposed project, the requirements of the DeKalb ordinance need to be addressed.

Georgia Erosion and Sedimentation Act/Stream Buffer Requirements

The Georgia Erosion and Sedimentation Control Act requires a 25-foot buffer on "State waters." It does not appear that any streams are located on the property.

Wetlands and Floodplains

Information submitted with the review indicates that if any floodplains and wetlands are located on the site they will be protected. This is consistent with ARC's Regional Development Plan policy on protection of environmentally sensitive areas.

Storm Water/Water Quality

Steps should be taken to limit the amount of pollutants that will be produced during and after construction. During construction, the project should conform to the County's erosion and sediment control requirements. After construction, water quality can be impacted without stormwater pollution controls. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The office-light industrial category was chosen because of the predominance of the office use and because the impervious percentage used for office development in the modeling most closely matched the estimated coverage of the proposed project at build-out. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Office/Light Industrial	13.90	17.93	238.11	1584.60	9841.20	20.57	2.64
TOTAL	**13.90**	**17.93**	**238.11**	**1584.60**	**9841.20**	**20.57**	**2.64**
Total % impervious	70%						

Structural Storm Water Controls

According to information submitted with the review, the proposed development would include storm water management. Before any permits are issued, the County should require that the developer submit a storm water management plan as a key component of the Plan of Development. The storm water plan should include location, construction and design details, and all engineering calculations for all storm water quality control measures. The Plan also should include a monitoring program to ensure storm water pollution control facilities function properly. ARC staff recommends that structural controls be designed to accommodate the installation, operation, and maintenance of automatic equipment at inlet and outlet locations for the monitoring of flow rates and water quality. It is recommended that the monitoring program consider the following minimum elements:

- Monitoring of four storms per year (1 per quarter);
- Collection of flow weighted composite of the inflow to the structure during the entire storm event;
- Collection of a flow weighted composite of the outflow from the structure—the sampling period should include the peak outflow resulting from the storm event;
- Analysis of inflow and outflow flow weighted composite samples for biochemical oxygen demand (BOD), total suspended solids (TSS), zinc, lead, total phosphorous (TP) and total nitrogen (TKN & NO3); and

- Collection of grab samples at the inlet and outlet locations during the periods of peak inflow and outflow for pH, dissolved oxygen (DO) and fecal coliform bacteria.

The County should determine the actual number and size of storms to be monitored as well as who should be responsible for conducting the monitoring. Monitoring should be conducted at the developer's or owner's expense. Analysis should conform to EPA standards. Specific monitoring procedures and parameters analyzed may change in the future based on continuing storm water runoff and water quality studies.

The storm water plan should require the developer to submit a detailed, long-term schedule for inspection and maintenance of the storm facilities. This schedule should describe all maintenance and inspection requirements and persons responsible for performing maintenance and inspection activities. These provisions and the monitoring program should be included in a formal, legally binding maintenance agreement between the County and the responsible party.

In addition to inspections required in the storm water management plan, the formal maintenance agreement between the developer and the County should allow for periodic inspections for the storm water facilities to be conducted by the County. If inadequate maintenance is observed, the responsible party should be notified and given a period of time to correct any deficiencies. If the party fails to respond, the County should be given the right to make necessary repairs and bill the responsible party.

The County should not release the site plans for development or issue any grading or construction permits until a storm water management plan has been approved and a fully executed maintenance/monitoring agreement is in place.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

No.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority guidelines. The proposed project is a mixed-use project proposed on a 13.9-acre tract that is located in

DeKalb County. The site is located on the west side of Perimeter Center Parkway (across from Perimeter Mall), between Hammond Drive and Perimeter Center West. The site is bound by Perimeter Square Shopping Center on the north, the south by the proposed Perimeter Town Center development, and the western site boundary is adjacent to the DeKalb County/Fulton County Line. "The 211 Perimeter Center" will consist of a mix of residential, office, retail, and hotel uses. The following presents a breakdown of land uses and their associated square footage:

- Office (Existing) 235,000 s.f.
- Residential 438 units (504,304 s.f.)
- Office (New) 370,000 s.f.
- Retail 20,400 s.f.
- Hotel 200 units (112,850 s.f.)

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

URS performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation was included by the transportation consultant, and is listed in the table below:

Trip Generation

Land Use	Size	AM Peak Hour			PM Peak Hour			24-hour
		Enter	Exit	Total	Enter	Exit	Total	2-way
Retail	20,400 s.f.	0	0	0	23	30	53	830
-mixed-use		0	0	0	-3	-5	-8	-112
Residential	438 units	35	186	221	171	85	256	2,759
-mixed-use		0	0	0	-4	-2	-6	-90
-alt mode (mall)		0	0	0	-11	-9	-20	-107
-alt mode (Cox)		0	0	0	0	-1	-1	-16
-alt mode (PTC)		0	0	0	0	0	-1	-123
-transit		-1	-5	-6	-4	-2	-6	-72
-GRTA Bus		0	0	0	0	0	0	-38
-Shuttle		0	0	0	0	0	0	-38
Hotel	200 units	59	38	97	56	49	105	1,421
- mixed-use		0	-5	-5	-2	0	-2	-46
Office	605,000 s.f.	689	94	783	129	629	758	5,288
-existing volumes	(235,000 s.f.)	-103	-10	-113	-12	-105	-117	-1,170
-mixed-use		0	0	0	-1	-3	-4	-82
-alt mode (mall)		0	0	0	-7	-25	-32	-197
-alt mode (Cox)		0	0	0	-3	-2	-5	-42
-alt mode (PTC)		0	0	0	-3	-2	-5	-104
-transit		-62	-8	-70	-11	-56	-67	-545
Unadjusted Trip Generation		783	318	1,101	379	793	1,172	10,298
Existing Trips		-103	-10	-113	-12	-105	-117	-1,170
Net Raw Trip Generation		680	308	988	367	688	1,055	9,128
Total Reductions		-63	-10	-73	-112	-130	-242	-1,612
Net Vehicular Trips		**617**	**298**	**915**	**255**	**558**	**813**	**7,516**
Percent Trip Reduction		9.3%	2.5%	7.4%	30.5%	18.9%	22.9%	17.7%

These trip generation estimates were prepared using the Institute of Traffic Engineers Trip Generation (6th Edition) manual.

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which was approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS E, then the consultant recommends improvements.

It was agreed that the following roadway segments would be analyzed:

- Perimeter Center Pkwy between Perimeter Center West & Mall Driveway
- Perimeter Center Pkwy between Mall Driveway & MARTA Driveway
- Perimeter Center Pkwy at MARTA Driveway & Hammond Drive

The traffic volumes for any particular time period or street network condition can be compared to the capacity of the respective roadway to calculate a volume to capacity (v/c) ratio. The v/c ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a v/c ratio reaches 1.0, congestion increases.

Under no build conditions, the v/c ratios for traffic in various network years are presented in the table below. ARC's travel demand model does not split Perimeter Center Parkway in the same segments as listed above. Analysis of this single roadway segment, in the model, does not depict an adequate image of congestion in the area. Therefore, v/c ratios were analyzed for Perimeter Center Parkway and Hammond Drive.

*V/C Ratios A.M. Peak-Hour**

Facility	2005			2025			
	Lns	Volume	V/C	Lns	Volume	V/C	% Change from 2005
Perimeter Center Pkwy (Hammond Dr. to Perimeter Center West)	4	550	**.06**	4	650	**.07**	14%
Hammond Drive between Perimeter Center Parkway and Ashford-Dunwoody Road	4	4899	**.44**	6	4100	**.24**	-83%

*V/C Ratios PM Peak-hour**

Facility	2005			2025			
	Lns	Volume	V/C	Lns	Volume	V/C	% Change from 2005
Perimeter Center Pkwy (Hammond Dr. to Perimeter Center West)	4	1150	**.12**	4	980	**.10**	-20%
Hammond Drive between Perimeter Center Parkway and Ashford-Dunwoody Road	4	8040	**.72**	6	4820	**.29**	-148%

**The data is based on 2005 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP, Limited Update, adopted in October 2002. The demand model incorporates lane addition improvements and updates to the network as appropriate. LOS data is based on the Highway Capacity Manual, Millennium Edition.*

Overall, the v/c ratios are very low, which indicates that the study network functions at an acceptable Level of Service. Any decreases in projected p.m. peak-hour volume and v/c ratios, as indicated by ARC's travel demand model, can be attributed to a change in functional classification of the facility or by the traffic being routed differently due to adjacent roadway improvements or future land use patterns.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement[2]	Scheduled Year[3]	Direct Influence to Project?
AR 256	Perimeter Area Shuttle facilities and enhancements	RegTran-Rail	2005	Yes
AR 331	SR 400 HOV from I-285- to McFarland Rd. (illustrative)	HOV	TBD	No
AR 336A	I-285 North from I-75 to I-85	HOV	N/A	Yes
AR 340	SR 400 ATMS communication and surveillance installation from I-85 North to I-285	ATMS	2003	No
AR 369B	Perimeter rail circulator study, phase 2	Study	2003	Yes
DK 215A/B	Perimeter Center Pkwy. Extension from Hammond Dr. to Lake Hearn Dr. (includes HOV slips and bridge over I-285)	Build	2007	Yes
DK 217	Hammond Dr. from Ashford-Dunwoody Rd. to Fulton County line	Widen (4 to 6)	2006	Yes
DK 300	Ashford-Dunwoody at Perimeter Center North	Int. Imp.	2005	Yes
DK 307	Perimeter Center Pkwy. at Perimeter Mall entrance	Int. Imp.	2006	Yes
DK 308	Perimeter Center West at Perimeter Center Pkwy.	Int. Imp.	2006	Yes
DK 309	Perimeter Center West at the Bell South entrance	Int. Imp.	2006	Yes
DK 310	Perimeter Center West at the Perimeter Mall entrance	Int. Imp.	2006	Yes
DK 311	Perimeter Center West at Meadow Lane	Int. Imp.	2006	Yes
DK 314	Ashford-Dunwoody Rd. at Ravinia Dr.	Int. Imp.	2006	Yes
DK 315	Hammond Dr. at Perimeter Mall entrance	Int. Imp.	2006	Yes
DK 316	Perimeter Center Pkwy. streetscape	Pedestrian	2007	Yes
DK 318B	Perimeter Center area sidewalks west of Ashford-Dunwoody	Pedestrian	2006	Yes
DK 323	Perimeter Center West streetscaping from Mt. Vernon Hwy to Ashford-Dunwoody Rd.	Pedestrian	2007	Yes
DK-AR 219	I-285 at Ashford-Dunwoody Rd.	Recon. Inch.	2010	Yes
DK-AR BP038	Perimeter area sidewalks around Dunwoody MARTA station	Pedestrian	2003	Yes
FN AR 100A	SR 400 Collector Distributor System	Roadway Capacity	NA	Yes

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement[2]	Scheduled Year[3]	Direct Influence to Project?
AR 250	I-285 fixed-guideway transit from Cumberland to Doraville MARTA station (Illustrative)	RegTran-Rail	TBD	Yes

DK 217	Hammond Dr. from Ashford-Dunwoody Rd. to Fulton County line	Widen (4 to 6)	2006	Yes
DK-AR 231	Perimeter Center Pkwy. nodal transitscape [LCI: FY '04]	Bike/Ped	2005	Yes

**Note that the ARC Board adopted the 2025 RTP, Limited Update in October 2002. USDOT approved in January 2003*

What are the recommended transportation improvements based on the traffic study done by the applicant? What are the conclusions of the traffic study?

In the future, it was determined that the Perimeter Center Parkway at Hammond Drive, Perimeter Center West at Perimeter Center Parkway, Ashford-Dunwoody Road at Hammond Drive, Perimeter Center Parkway at MARTA, Perimeter Center Parkway at the 211 South Driveway, and Perimeter Center Parkway at 211 North Driveway intersections will operate below the LOS Standard. A number of intersection improvements (see consultant's report) were necessary to restore these intersections to LOS E. In the future, with the required intersection improvements, each site access along Perimeter Center Parkway will operate within the LOS Standard.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

MARTA currently serves the Perimeter Town Center area extensively with a nearby North Rail Line station and three bus routes. The Dunwoody Rail station is located across the street from the site with pedestrian access off of Perimeter Center Pkwy and Hammond Drive. The station also contains a park-and-ride deck, which accommodates paid-overnight parking. It also facilitates taxi drop-off and pick-up in the lower level of the park/kiss-and-ride section. According to the research done by URS, the Dunwoody station averaged slightly over 5,000 daily riders. Based on information obtained from the Perimeter CID, total MARTA (train and bus) ridership within the CID is approximately 5-8%.

Is the site served by transit? If so, describe type and level of service.

MARTA currently provides local bus throughout the Metro-Atlanta area. Three routes serve the area in the vicinity of the site: Route 5, Route 87, and Route 150. In addition, private providers currently operate eight shuttle routes in the area that primarily provide service for employees between office developments and various MARTA stations during peak hours. At present, seven of the eight shuttle routes pass by the site and carry roughly 2,050 daily riders. Plans are ready for implementation that will increase ridership to over 4,000 daily riders by 2005. It is projected that 2.5% of these riders will work at the 211 Perimeter Center Parkway development.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

An express bus system, sponsored by GRTA and eleven metro-Atlanta counties will be in operation by 2005. The bus system will pick up riders in each participating county and take them to MARTA stations, activity centers, or local bus connections. The 211 Perimeter Center Parkway site is within convenient walking distance to a MARTA station. As with the shuttle service, it is projected that 2.5%, of the daily riders on GRTA's Express Bus will be destined for the Perimeter Center site.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

To meet ARC's air quality benchmark of 15 % reduction in possible emission, the development includes:

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
Where Retail/Office is dominant, FAR >.8	Yes	6%	6%
Where Office is dominant, 10% Residential or 10% Retail	Yes	4%	4%
Within 1/2 mile of MARTA Rail Station	Yes	5%	5%
TMA that includes shuttle service	Yes	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	Yes	5%	5%
Total Calculated ARC Air Quality Credits			**25%**

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.14 MGD based on information provided with the review.

Which facility will treat wastewater from the project?

Information submitted with the review state that the City of Atlanta R.M Clayton Plant is the wastewater treatment plant that would serve this area.

What is the current permitted capacity and average annual flow to this facility?

R.M Clayton Plant has a 1998 permitted capacity of 100 MGD and had a 1998 monthly average of 80.92 MGD with a maximum monthly flow of 95 MGD.

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant but not beyond the expanded capacity of the plant.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.16 MGD based on information provided with the review.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

There appears to be sufficient capacity for this project to be constructed.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review estimates 1,575 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste.

None stated.

INFRASTRUCTURE
Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**

- **Fire, police, or EMS?**

- **Other government facilities?**

- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

No unusual impacts were identified during the review.

HOUSING

Will the proposed project create a demand for additional housing?

Yes. However there is a substantial amount of multiple-family housing planned for this development.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing and employment into an existing employment center.

Is there housing accessible to the project in all price ranges demanded?

Yes, there is additional housing planned for the area. The site proposed for the development is located in Census Tract 212.07. This tract had a 199.2 percent increase in number of housing units from 1990 to 2000 according to ARC's Population and Housing report. The report shows that 30 percent of the housing units are single-family, compared to 67 percent for the region; thus indicating a need for additional housing options in the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.