



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

August 28, 2002

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

RE: Development of Regional Impact Review
Perimeter Town Center

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 Perimeter Town Center 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, and the Georgia Regional Transportation Authority's expedited review approval report. Please feel free to call me, or Mike Alexander (404-463-3302), if you have any questions concerning the review.

Sincerely,

Charles Krautler
Director

CK/mda

Enclosures

C: Mr. Raymond R. White Sr., Dekalb County
Mr. Jim Overton, Cousins Properties
Linda Dunlavy, Smith, Gambrell & Russell, LLP.
Mr. Tom Coleman, GDOT
Mr. Rick Brooks, GDCA
Mr. Harold Reheis, GEPD
Dr. Catherine Ross, GRTA
Mr. Nathaniel Ford, MARTA

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 1 of 15

WEB LINK TO DCA: FORM 1, FORM 2

PROPOSED DEVELOPMENT:

The Perimeter Town Center development includes 650 multiple-family dwelling units, 1,500,000 square feet of office space, 99,482 square feet of retail space, and 50,518 square feet of restaurant space. The total development site is 22.7 acres of land and is located on the western side of Perimeter Center Parkway and on the northern side of Hammond Drive in northern Dekalb County. The project's western property line is the boundary line between Fulton County and Dekalb County.

PROJECT PHASING:

The project is to be completed in two phases. The first, completed in 2004, will include approximately half of the proposed development outlined above. The second phase will complete the remaining development and is to be completed by 2008.

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. Consistency with other local government's comprehensive plans will be determined during the review.

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

No conflicts were identified during the review.

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 1300, including 187 students and 5300 jobs. Potential infrastructure impacts will be determined during the review.

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

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 2 of 15

The following projects were reviewed by the ARC as either any Area Plan (1984 to 1991) 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

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

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 3 of 15

No. The site currently is currently undeveloped.

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 and on the northern side 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 western 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.

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 \$322,000,000 at build-out with tax revenues estimated at \$4,900,000 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.

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 4 of 15

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.

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

Watershed Protection

The site proposed for development is located in the Peachtree Creek sub-basin of the Chattahoochee Basin, and it feeds into the Chattahoochee River downstream of the water intakes for the Atlanta Region. Pursuant to the Metropolitan River Protection Act, DeKalb County was required to adopt a Tributary Buffer Zone Ordinance to protect streams that were located outside the Chattahoochee Corridor (i.e., more than 2,000 feet from the River) but were tributary to the Corridor.

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.

Stream Buffers

The property is not in the Chattahoochee River Corridor, but it is within the 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 photorevisions in 1968 and 1973. The 1973 revision

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 5 of 15

shows a blue line stream north of Hammond Drive, east of Peachtree-Dunwoody and west of the original Perimeter Mall. The stream runs north to south and may run through what is now the project site. The map was published before most of the existing development in the area was built. This would include the existing offices on the site, Perimeter Center West, and the original expansion of Perimeter Mall. Further, the undeveloped portion of the proposed project appears to have been cleared and graded for development since the at least the mid 1980's. 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.

Stormwater / 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 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	22.70	29.28	388.85	2587.80	16071.60	33.60	4.31
TOTAL	22.70	29.28	388.85	2587.80	16071.60	33.60	4.31

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;

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 6 of 15

- 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

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 7 of 15

Transportation

Location: Hammond Drive & Perimeter Center Pkwy

Transportation Consultant: URS Corp.

Introduction

The developer sought approval under the GRTA Expedited Review criteria (*Alternative Modes of Transportation category*). The specific criteria proposed to be met are derived from **Section 3-102-A & Section 3-102-E, Criteria for Expedited Review**. The development is proposed mixed-use, with office, residential and commercial. The site is located across the street from Perimeter Mall, on Perimeter Center Parkway. Build-out for the development is proposed in two phases. The first phase will be completed by 2004, and the second phase available by 2008.

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

The transportation analysis was performed by URS Corp. GRTA and ARC review staff in previous methodology and pre-application meetings agreed upon the methodology and assumptions. The net trip generation was estimated by the transportation consultant, and is listed in the table below.

Trip Generation

ITE Code	Land Usage	Sq. Ft./Unit	Weekday Trips	AM Peak		PM Peak	
				Enter	Exit	Enter	Exit
710	Office	1,500,000 square feet	7,555	1,050	144	214	1,074
814	Retail	99,482 square feet	2,021	0	0	42	32
220	Apartments	650 units	2,758	49	255	189	78
832	High-turnover restaurant	50,518 square feet	4,354	244	224	129	94
	Total		16,688	1,343	623	574	1,278

These trip generation estimates were prepared by URS Corp., using the Institute of Traffic Engineers Trip Generation (6th Edition) manual. Values incorporate trip reductions taken due to pass-by trips, transit trips, and the mixed-use nature of the development.

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

Using the trip generation results, the transportation consultant distributed the traffic on the current roadway network. The results of this exercise determined the study network, which was approved by GRTA. The actual roadway segments and intersections being analyzed by the consultant are listed in the study. An assessment of the existing LOS and projected LOS based on the trip distribution findings helps to determine the study network. If the analysis of the road segment or intersection resulted in a substandard LOS ("E" for DeKalb County), then the consultant recommended improvements.

V/C Ratios

Facility	2005			2010			2025		
	Lns	Volume	V/C	Lns	Volume ¹	V/C	Lns	Volume ¹	V/C
Perimeter Center Pkwy. (From Hammond Dr. to Perimeter	4	1,765	0.06	4	5,858	0.20	4	6,464	0.22

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 8 of 15

Center West)									
Perimeter Center Pkwy. (From Hammond Dr. to Lake Hearn Dr.)	4	9,759	0.19	4	10,880	0.20	4	13,761	0.25
Hammond Dr. (From Peachtree-Dunwoody Rd. to Perimeter Center Pkwy.)	6	17,525	0.26	6	30,786	0.47	6	33,708	0.51
Hammond Dr. (From Perimeter Center Pkwy. to Ashford-Dunwoody Rd.)	6	26,505	0.40	6	40,316	0.61	6	42,684	0.65
Lake Hearn Dr. (From Perimeter Center Pkwy to Peachtree-Dunwoody Rd.)	4	11,255	0.27	4	20,943	0.50	4	22,899	0.55
Perimeter Center West (From Perimeter Center Pkwy. to Central/Crowne Point Pkwy.)	4	18,419	0.64	3	26,247	0.91	4	26,392	0.91
Perimeter Center West. (From Perimeter Center Pkwy to Ashford-Dunwoody Rd.)	4	14,338	0.50	4	16,491	0.57	4	17,516	0.61

The data is based on 2005, 2010, and 2025 24-hour volume data generated from ARC's travel demand model for the 2025 RTP adopted in March 2000. The demand model incorporates lane addition improvements and updates the network as appropriate.

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 those improvements (long or short range or other)?

TIP/RTP Relevant Project Lists

2002-2004 TIP

ARC Number	Route	Type of Improvement ²	Scheduled Year ³	Direct Influence to Project?
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	2010	Yes
AR 340	SR 400 ATMS communication and surveillance installation from I-85 North to I-285	ATMS	TBD	No
AR 369A	Perimeter rail circulator study, phase 1	Study	2003	Yes
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-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

2025 RTP

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 9 of 15

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	RegTran-Rail	TBD	Yes
AR 256	Perimeter Area Shuttle facilities and enhancements	RegTran-Rail	2007	Yes
DK 300	Ashford-Dunwoody at Perimeter Center North	Int. Imp.	2006	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 231	Perimeter Center Pkwy. nodal transitscape [LCI: FY '04]	Bike/Ped	2005	Yes

Transit

MARTA Rail

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 North Rail Line northern terminal point is the North Springs Station. The southern terminal point is at the Airport station. 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. Estimated Perimeter CID ridership is between 5-8%.

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

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 10 of 15

Are there plans to provide or expand transit service near the proposed project?

MARTA Bus

There are currently three MARTA bus routes that could provide options for travelers to and from the site:

- Route 5, which operates between the Dunwoody Rail station and the Lindbergh rail station via Hammond Dr., Roswell Rd., and Piedmont⁴;
- Route 87, which operates between the Dunwoody Rail station and the North Springs Rail station via Hammond Dr., Roswell Rd., and Dunwoody Place⁵; and
- Route 150, which serves the Dunwoody Rail station and operates along Ashford-Dunwoody Rd. and to points north, and circles back south to the Dunwoody station⁶

For detailed information of these routes (headway, ridership, stops), please refer to the transportation analysis study.

Perimeter CID Circulator Consolidated Shuttle

As part of the ACCESS program (Activity Center Consolidated Enhanced Shuttle System), sponsored by Governor Barnes and GRTA, PCID has committed to consolidating the existing shuttle services into one operation, managed by the CID. URS is currently contracted by the Perimeter CID to analyze the various shuttle/circulator operations that are currently provided by the property owners in the CID area. This is not only intended to serve the existing patrons, but to provide transport to additional locations that are not currently part of any shuttle service. The consolidated service should be open by 2003.

GRTA Express Bus

With the GRTA Regional Express Bus Plan, there will be yet another alternative for commuters trying to get to the Perimeter Center Area from around the region. The following applicable routes are listed from GRTA's Draft Service Plan⁷:

- Route 400: from Cumming to the N. Springs MARTA station via GA 400 (available in 2005)
- Route 428: from South Dekalb to Perimeter Center via I-20E and I-285 (available in 2005)
- Route CCT# 70: extension of an existing CCT route, from Holmes-Cumberland to Perimeter Center via I-285 (available in 2005)
- Route 401: from North Forsyth to Perimeter Center, via GA 400 (available 2006-2010)
- Route 413: from Lawrenceville to Perimeter Center via GA 316, I-85, and I-285 (available 2006-2010)
- Route 483: from Marietta to Perimeter Center via Johnson Ferry Rd. (available 2006-2010)
- Route 493: from Woodstock/Roswell to Perimeter Center via GA 92 and GA 400 (available 2006-2010)

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

Despite the effectiveness of the above-mentioned benefits, URS anticipates that there will still be some negative externalities to the roadway network. This is primarily due to improvements made on

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 11 of 15

Perimeter Center Pkwy, which will subsequently draw traffic from the south end of the Perimeter Center Area. In 2004, the build-out date for Phase 1, URS finds that all of the intersections and segments in the study network will operate above LOS E.

However, in 2008, after Phase 2 is complete, there will be some improvements necessary for mitigation. With only loading future background traffic, the intersection of Perimeter Center Pkwy and Hammond Drive will operate at a poor LOS. URS recommends adding a northbound right-turn lane on Perimeter Center Pkwy, with the existing rightmost through lane becoming a shared through right.

The segment of Perimeter Center Pkwy from the Perimeter Mall entrance to Hammond Dr. will also experience congestion. By adding a second westbound left-turn lane on Hammond and by optimizing signal timing, the traffic flow should be much smoother.

After loading the Perimeter Town Center traffic onto the 2008 study network, there are some other improvements required in order to facilitate the high volumes. Some additional improvements at the Perimeter Center Pkwy /Hammond Dr. intersection will be required to help accommodate the heavy turning movement and through movement. URS also recommends enhancing the Perimeter Center Pkwy/Dunwoody MARTA station driveway intersection, to give buses priority and to eliminate the severe bottlenecking.

The study did not address the potential impacts of traffic on Lake Hearn Drive (Perimeter Summit Dr.). Currently, there are three ways to access GA 400 from the proposed location:

1. Travelers could travel north on Perimeter Center Pkwy to Perimeter Center West, and as Perimeter Center west changes to Abernathy, access GA 400 at that interchange or;
2. Proceed west on Hammond Drive to Peachtree-Dunwoody Rd., and take it south to the Glenridge Connector. Or take Hammond Dr. west, directly to the Glenridge Connector or;
3. Take Hammond Drive east to Ashford-Dunwoody Rd., head south on Ashford-Dunwoody, access I-285 west, and take I-285 west to GA 400.

Considering these alternatives, and the potential for the Hammond Dr./Peachtree-Dunwoody to become heavily congested during peak hours, it seems likely that travelers would use the Perimeter Center Pkwy. Flyover (open to traffic in 2003/2004) to get to Lake Hearn, and then take Peachtree Dunwoody Rd. to get to the Glenridge Connector. ARC recommends that this travel pattern be looked at more extensively by either the CID(s) or by GRTA.

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%

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 12 of 15

Where Office is dominant, 10% Residential and 10% Retail	Yes	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	Yes	3%	3%
w/in 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			33%

The location of the proposed development makes it a TDM by itself. Existing and proposed transportation alternatives have realized the potential of making Perimeter Town Center a unique and positive development. The following individual TDM's can be associated with this development and each have a significant impact on trip reduction to and from the site, and within the area:

- ✓ Car pooling,
- ✓ Shared parking,
- ✓ Extensive sidewalk network, with provisions for expansion,
- ✓ Pedestrian/streetscaping improvements (within and beyond the scope of the LCI initiative)
- ✓ Within 1/4 mile of the Dunwoody MARTA Rail station,
- ✓ The Perimeter Area Consolidated Shuttle/Circulator
- ✓ One block north of proposed HOV only on/off ramps to I-285 (helps promote car/van pooling)
- ✓ Residential/retail/office development
- ✓ High density office

What is the cumulative trip generation of this and other DRI's or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?

There appears to be solid evidence that suggests that this development will not only influence the immediate area, but also serve as a benefit to the entire region. A considerable percentage of would-be commuters now have an option to live, work, and shop within the same location. Others have the opportunity to use alternative modes of transportation, which ultimately reduces the number of SOV trips each day. A reduction of SOV trips will benefit the region by reducing congestion and pollutant emissions.

Transportation benefits incurred by Perimeter Town Center will supplement those of transportation investments that are being committed by the Dekalb/Fulton CID's and the Dekalb and Fulton county governments.

Sources:

1. ARC's RTP travel demand model analysis (adopted March 2000)

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 13 of 15

2. *Transportation Solutions for a New Century*, Volume 1 and 2, Appendixes I and IV (as applicable)
3. Marta's web site: <http://www.itsmarta.com/>

Footnotes:

1. Lane and traffic counts may include HOV lanes, unless otherwise shown in the matrix.
 2. For a detailed description of types of improvement refer to ARC Regional Transportation Plan (RTP) or most current Transportation Improvement Program (TIP).
 3. Scheduled year refers to the RTP model year or TIP programmed year unless otherwise noted.
 4. Route descriptions taken from Marta's web site, "System Map" page
 5. Route descriptions taken from Marta's web site, "System Map" page
 6. Route descriptions taken from Marta's web site, "System Map" page
- GRTA *Regional Express Bus Plan, Service Plan (DRAFT)*

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.4388 MGD based on regional averages.

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 0.5103 MGD based on regional averages.

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

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 14 of 15

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

Information submitted with the review estimates 4,827 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; however, developments of this type provide a unique opportunity for community recycling and this should be encouraged if the development progresses.

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 conflicts 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?

Preliminary Report:	August 14, 2002	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Perimeter Town Center
Final Report	August 28, 2002		ARC Review	Page 15 of 15

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.



NOTICE OF DECISION

To:
(via electronic
mail)

Chick Krautler, ARC
Sonny Deriso, GRTA
Andrella Baylis, GRTA
Tim Connolly, GRTA

Eric Hovdesven, GRTA
Richard Tucker, GRTA
Michael W. Tyler, GRTA
Carolyn Williams, GRTA

To:
(via electronic
mail and certified
mail)

Jim Overton, Cousins Properties
Vernon Jones, DeKalb County

From:

Catherine Ross, GRTA

Copy:
(via electronic
mail)

Dan Drake, GRTA
Kirk Fjelstul, GRTA
Dania Aponte, GRTA
Alan Steinbeck, GRTA
Mike Alexander, ARC
John Walker, KHA
Leah Guillebeau, URS
Steve Cassell, URS
Ed Ellis, URS

Joe Wilber, Gables Residential
Kathy Zickert, Smith, Gambrell & Russell
Linda Dunlavy, Smith, Gambrell & Russell
Eva Zwack, Cooper Carry & Associates
Greg Miller, Cooper Carry & Associates
Bob Maxey, DeKalb County (via facsimile)
John Gurbal, DeKalb County
Angela Parker, Fulton County
Morgan Ellington, Fulton County

Date:

August 9, 2002

Re:

Notice of Decision Regarding Review for Perimeter Town Center (DRI # 285)

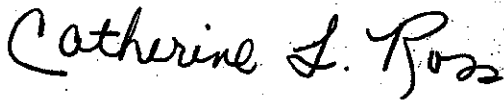
Attached is a notice of decision for the request for expedited review for Perimeter Town Center (DRI # 285).

**Notice of Decision for
Request for Expedited Review of
Perimeter Town Center (DRI # 285)**

The purpose of this notice is to inform the Applicant, Dekalb County (i.e., the local government), the DRI Committee, and ARC of GRTA's decision regarding the Applicant's request for expedited review of the above referenced DRI. GRTA has evaluated the Applicant's request for expedited review pursuant to sections 3-101 and 3-102.D of the *Procedures and Principles for GRTA Development of Regional Impact Review* and has determined that the DRI Plan of Development, as proposed, is **approved subject to the attached conditions**, by Expedited review.

This decision will become final and no further review will be required, unless: (1) a request for review by the DRI Committee is submitted to the Executive Director within five (5) calendar days of receipt of this notice pursuant to Section 2-502 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, or (2) an appeal by the Applicant is submitted to the Executive Director within ten (10) working days of receipt of this notice pursuant to Section 2-202(G), or (3) an appeal by the local government is submitted to the Executive Director within five (5) calendar days of receipt of this notice pursuant to Section 2-501. If GRTA staff receives a request for review or an appeal, you will receive another notice from GRTA and the DRI Committee will hear the appeal or request for expedited review at its June 12th regular meeting.

Approval of the above referenced DRI by expedited review shall not constitute GRTA approval of any subsequent material modifications to the proposed DRI by the local government such that the proposed DRI is no longer eligible for approval by expedited review.



Executive Director
Dr. Catherine L. Ross

Conditions:

Condition 1. The on-site development will be constructed materially (substantially) in accordance with the site plan, dated August 7, 2002, prepared by Cooper Carry, titled "Perimeter Town Center Master Plan". This site plan can be differentiated from other previously submitted plans by the inclusion of Insets A-D showing intersection details. Changes to the site plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- Textured crosswalks across Perimeter Center Parkway at all vehicular entrances with a median break, approximately adjacent to both north and south stop bars, consistent with the "Perimeter Public Space Standards" dated July 7, 2002 or any update to these guidelines, prepared for the Perimeter Community Improvement Districts, DeKalb County and Fulton County.
- Sidewalks provided on both sides of all roadways, with handicap accessible ramps provided at all transitions of raised curbs.
- Crosswalks at all internal roadway intersections, with handicap accessible ramps provided at all raised curbs.
- Bicycle racks placed at a minimum of 8 locations throughout the site, either in gathering places or across from building entrances.
- On street parking shall be provided on 50% of the frontage of the internal public roadways and roadways adjacent to the property line of the development, except service drives and Hammond Drive. The on-street placement and the relation with the roadway, landscaping, and pedestrian facilities shall be in accordance with the "Perimeter Public Space Standards" dated July 7, 2002 or any update to these guidelines.
- Maximum parking ratio of 3.6 spaces per 1,000 square feet of office uses for the cumulative Phase 1 and Phase 2 build-out (on-street parking spaces, internal and adjacent to the property lines of the site, designed for the office space shall be included in sum of all office parking spaces for the purpose of determining the on-site parking ratios). A maximum parking ratio of 4.0 spaces per 1,000 square feet of office uses for the Phase 1 development (on-street parking spaces, internal and adjacent to the property lines of the site, designed for the office space shall be included in sum of all office parking spaces for the purpose of determining the on-site parking ratios).
- Maximum parking ratio of 4.0 spaces per 1,000 square feet of retail uses (on-street parking spaces, internal and adjacent to the property lines of the site, designed for the retail uses shall be included in sum of all retail parking spaces for the purpose of determining the on-site parking ratios)
- Maximum parking ratio of 11.0 spaces per 1,000 square feet of restaurant uses (on-street parking spaces, internal and adjacent to the property lines of the site, designed for the restaurant uses shall be included in sum of all restaurant parking spaces for the purpose of determining the on-site parking ratios)
- All on-street parking spaces, internal and adjacent to the property lines of the site, shall be included in calculating the maximum parking ratios of the office, restaurant, or retail uses.
- Maximum parking ratio of 1.75 spaces per residential dwelling unit in Phase 1. Maximum of 1.75 spaces per residential dwelling unit for rental units and a maximum of 2.0 spaces per residential dwelling unit for owner-occupied units constructed in Phase 2.

- Parking spaces shall be shared between the retail, office, and restaurant uses (residential is not included), according to the ULI Shared Parking methodology (as proposed in the analyses and site plan).
- Three shuttle bus stops internal to the site, including all necessary facilities (shelter, benches, trash receptacles, etc.), to be constructed by the developer.
- Two vehicle/pedestrian access points along Perimeter Center Parkway
- A north-south roadway adjacent to the western property line, connecting Hammond Drive and the existing northernmost street.
- An east-west vehicular roadway connecting from an access point at the intersection of the MARTA access drive and Perimeter Center Parkway through the site to a point at the western property line. Vehicular access at this point could be accommodated to an off-site roadway.
- Pedestrian access to reach a parallel street shall be provided at least every 500 ft along all roadways. Pedestrian access may include public access through buildings, during normal business hours.
- The Phase 1 site plan shall have no less than 275 residential dwelling units; the cumulative Phase 2 site plan shall have no less than 460 (185 more) residential dwelling units
- The Phase 1 site plan shall have no less than 20,000 square feet of restaurant/retail space and no less than 30,000 square feet of flexible space; "flexible space" is space that can be used for retail, restaurant, or other walk-in services, as long as the space is directly accessible from the street by way of a doorway that opens onto the sidewalk of that street.
- Notwithstanding the requirements as to site plan content per Phase 1 and Phase 2, nothing in these conditions requires simultaneous development or construction of the components within each Phase.

Condition 2. Pedestrian, bicycle, and transit access shall exist and be maintained from the Perimeter Center Parkway and Perimeter Mall access drive intersection through the site, including any potential access at the adjacent Cox property. The property owners shall accommodate any point of transit, pedestrian, and bicycle access at the western boundary, offered by the adjacent property owner(s).

Your DRI ID NUMBER for this submission is: 285
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 7/16/2002 3:18:33 PM

DEVELOPMENT OF REGIONAL IMPACT DeKalb County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	DeKalb County
*Individual completing form and Mailing Address:	Linda I. Dunlavy, Smith, Gambrell and Russell, 1230 Peachtree Street NE, Suite 3100, Atlanta 30309
Telephone:	404-815-3710
Fax:	404-685-7010
E-mail (only one):	lidunlavy@sgrlaw.com

*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:			Perimeter Town Center
Development Type	Description of Project	Thresholds	
Mixed Use	Retail-150000 sq. ft Office-1.5 million sq. ft Residential-650 units	View Thresholds	
Developer / Applicant and Mailing Address:		Cousins Properties and EOP-Perimeter Center, LLC (c/o Jim Overton), 2500 Windy Ridge Parkway, Suite 1600, Atlanta, GA 30339-5683	
Telephone:		770-955-2200	
Fax:		770-857-2365	
Email:		jimoverton@cousinsproperties.com	
Name of property owner(s) if different from developer/applicant:		Equite Office Trust Properties	
Provide Land-Lot-District Number:		LL 348, 18th District	
What are the principal streets or roads providing vehicular access to the site?		Hammond Drive and Perimeter Center West	
Provide name of nearest street(s) or intersection:		Hammond Drive	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/	
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):			
Is the proposed project entirely located within your local government's jurisdiction?		Y	
If yes, how close is the boundary of the nearest other local government?		Abuts Fulton County line to the west	
If no, provide the following information:			
In what additional jurisdictions is the project located?			
In which jurisdiction is the majority of the project located? (give percent of project)		Name: (NOTE: This local government is responsible for initiating the DRI review process.)	
		Percent of Project:	
Is the current proposal a continuation or expansion of a previous DRI?		N	

If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Dekalb County
What is the name of the wastewater treatment supplier for this site?	Dekalb County-RM Clayton WWTP
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: 2008 Overall project: 2008

Local Government Comprehensive Plan	
Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	When rezoned

Service Delivery Strategy	
Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements	
Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	Y
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	Y
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe):	

Submitted on: 8/14/2002 3:30:30 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	DeKalb County
Individual completing form:	Linda I. Dunlavy, Smith, Gambrell and Russell, 1230 Peachtree Street, N.E., Suite 3100, Atlanta, Georgia, 30309
Telephone:	(404)815-3710
Fax:	(404)685-7010
Email (only one):	lidunlavy@sgrlaw.com

Proposed Project Information

Name of Proposed Project:	Perimeter Town Center
DRI ID Number:	285
Developer/Applicant:	Cousins Properties and EOP-Perimeter Center LLC (c/o Jim Overton) 2500 Windy Ridge Parkway, Suite 1600, Atlanta, Georgia, 30339-5683
Telephone:	770-955-2200
Fax:	770-857-2365
Email(s):	jimoverton@cousinsproperties.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$322.5 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$4.9 million (property taxes)
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

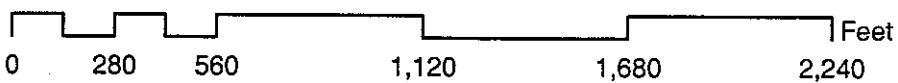
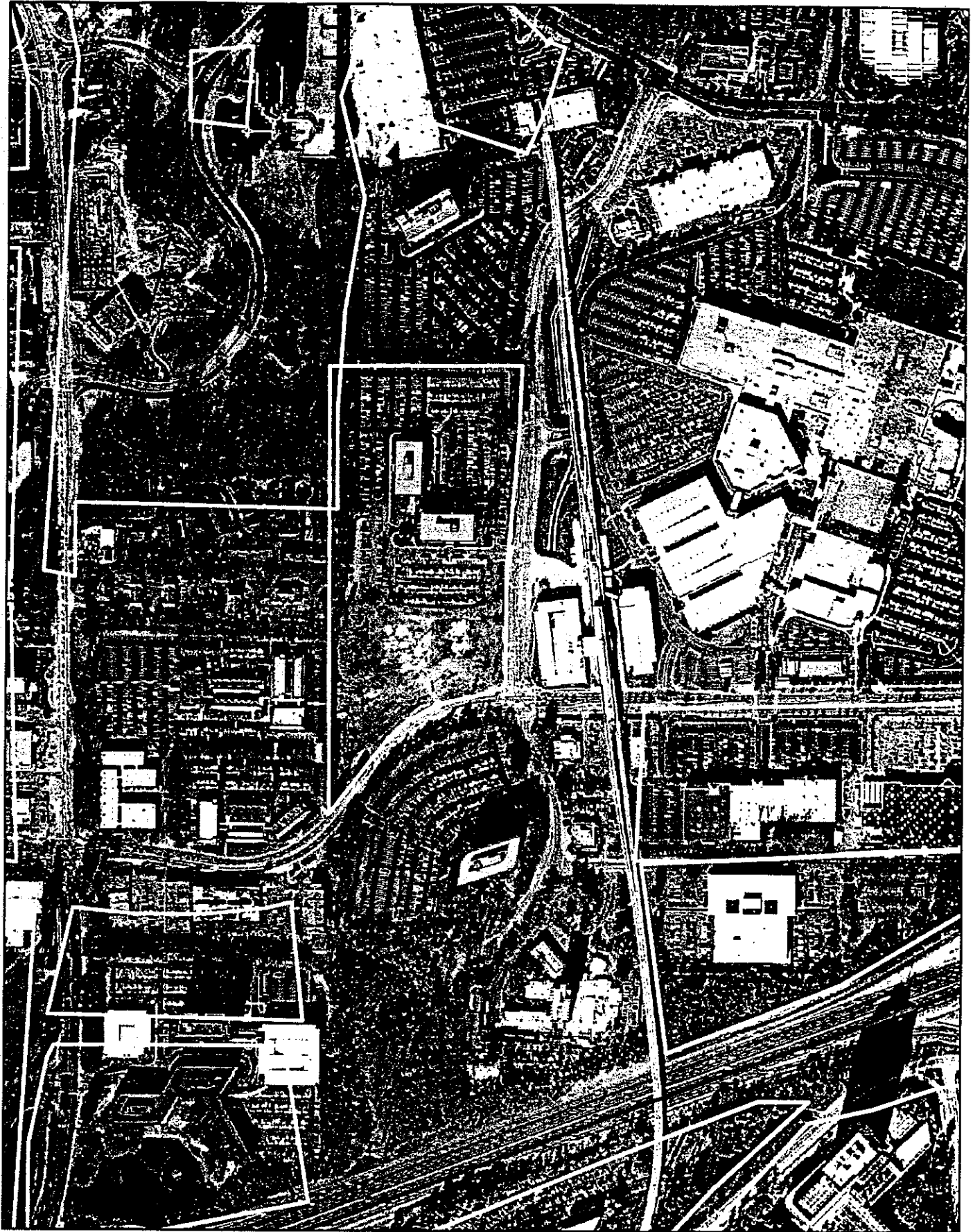
Name of water supply provider for this site:	DeKalb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.59 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	RM Clayton WWTP
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.51MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, 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.)	1,966 (am peak); 1,852 (pm peak); 16,688 (24 hours)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: Please see traffic study submitted by URS in support of application for expedited review by GRTA.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	4,827 tons/ year
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	90%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Not impacted	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: No impact on flood plains due to engineering of site.	

Perimeter Town Center



Legend

DRI AREAS

