



REGIONAL REVIEW FINDING

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

DATE: 3/25/2005

ARC REVIEW CODE: R502242

TO: Chairman Karen Handel
ATTN TO: Morgan Ellington, Planner III
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

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

Submitting Local Government: Fulton County
Name of Proposal: Corporate Campus

Review Type: Development of Regional Impact

Date Opened: 2/24/2005

Date Closed: 3/25/2005

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the State.

Additional Comments: The proposed development is located within the Perimeter LCI Study area; therefore, it should meet or exceed the goals of the study as well as the Regional Development Plan Policies. The site is within an area designated susceptible to change, according to the Study. It is also within the area designated as the 'transit village' zone. The intent of the zone is to link future development more directly to transit and offer live work options within the urban core or village. The proposed development meets many of the goals set forth in LCI study; however, strong consideration should be given to the connections to the nearby Dunwoody MARTA station. Individuals should have safe, convenient access to the MARTA station from this development.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY
FULTON COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
PERIMETER CID
CITY OF ATLANTA

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
DEKALB COUNTY

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

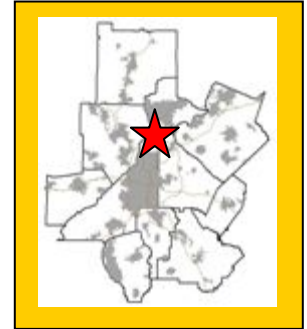
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html>.

Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

Corporate Campus is an existing office park on approximately 20 acres on the northeast corner of Peachtree-Dunwoody Road and Hammond Drive. The site contains approximately 293,000 square feet of medical office in single story and low rise buildings. The proposed addition is 400,000 square feet of office, 70,000 square feet of retail and restaurant uses, and 400 condominiums to the site. There are five existing driveways along Peachtree-Dunwoody Road and Hammond Drive. The development also proposes a roadway along the eastern boundary of the site that will intersect with Hammond Drive.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

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.

The project site is currently zoned O-I (office and institutional). The proposed zoning is MIX (mixed use). Information submitted for the review states that the proposed development is consistent with the Fulton County's Future Land Use Plan, which designates the area as Live-Work.

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

No comments were received identifying any inconsistencies with comprehensive plans.

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

No comments were received concerning the impacts to affected local government's short term work program.

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, the proposed development would increase the need for services in the area for existing and future residents.

Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2003	Perimeter Center
2003	211 Perimeter Center
2002	Perimeter Town Center
1999	Central Park Town Center
1989	Hammond Center
1988	Hammond Venture
1988	Central Park Revised
1987	Lakeside Commons
1987	Palisades Phase IV
1986	Landmarks Concourse
1986	Perimeter West
1985	Dunwoody Springs Office Center II

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

Based on information submitted for the review, there is existing one story and low rise buildings used as medical offices. The proposed additions will not displace any of the current tenants of the existing buildings.

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

No.

Is the proposed development consistent with regional plans and policies?

Corporate Campus is an existing office park that, through redevelopment over the next several years, hopes to become a more mixed use development. The site is currently characterized by single story, low rise office buildings and surface parking lots. The proposed addition adds a mix of uses that could potentially allow individuals to live and work within close proximity to one another.

The proposed development is located within the Perimeter LCI Study area; therefore, it should meet or exceed the goals of the study as well as the Regional Development Plan Policies. The site is within an area designated susceptible to change, according to the Study. It is also within the area designated as the 'transit village' zone. The intent of the zone is to link future development more directly to transit and offer live work options within the urban core or village. The proposed development meets many of the goals set forth in LCI study; however, strong consideration should be give to the connections to the nearby Dunwoody MARTA station. Individuals should have safe, convenient access to the MARTA station from this development.

Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

The development presents the opportunity to create a grid street network within the block. The site plan begins to suggest this with the proposal of two continuous connections through the site from existing driveways A and B to the proposed new road on the eastern border of the property. It is recommended that the site plan reflect the grid street network by pulling the driveway from existing driveway C through the site to connect with the proposed cross driveway on the northern portion of the property at existing driveway A. Proposed buildings along the internal “main” driveways or streets should interact with the street. Sidewalks and pedestrian amenities should be included along these internal streets to create a true pedestrian friendly main street. Building M-1 should have continuous street frontage on both the north and south sides of the building. Building D should have continuous street frontage on both the north and south sides of the building as well. Any future redevelopment should interact with the established grid of the internal streets.

It is recommended that the stormwater detention pond proposed at the corner of Peachtree-Dunwoody Road and Hammond Drive should be screened from view of the road. Vegetation should be planted along the sidewalks and the existing retaining wall to create a safe and attractive space for pedestrians along the sidewalk.

The Perimeter area surrounding the proposed development has an existing job to housing imbalance. Typically, to be balanced an area should have 1.5 jobs per household (JPH). This employment center has one of the severest jobs to housing imbalance in the metro region. This proposed development helps to rectify some of this imbalance by providing opportunities for individuals to live and work in close proximity to one another.

Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

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.

Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

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.

Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

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.

LOCATION

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

The project is located in Fulton County. The project site approximately 20 acres located on the corner of Peachtree-Dunwoody Road and Hammond Drive.

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.

The proposed development is entirely within Fulton County. However, the site is adjacent to DeKalb 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 existing Corporate Campus development is an office park consisting of primarily medical offices. Many of these tenants will be able to relocate into the new proposed buildings and allow for additional opportunities for redevelopment of the site.

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?

Estimated value of the development is \$116.98M with an expected \$1.87M in annual local tax revenues.

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:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

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

The proposed development is added much needed retail, restaurant, and residential uses to the site, which currently consists of medical offices.

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.

Stream Buffers

The property is not in the Chattahoochee River Corridor, but it is within the Nancy 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. Fulton County has a Corridor Tributary Buffer Ordinance and DeKalb County has a countywide buffer ordinance serving as its required Chattahoochee Tributary Buffer Ordinance. The Fulton Ordinance requires a 35-foot buffer and the DeKalb ordinance requires 75-foot buffers along designated streams. The Chamblee 1:24,000 USGS quad sheet, which includes the project area, shows a blue line stream running near the eastern edge of the project property and partly in the right-of-way of the indicated new road on the adjacent land. The stream crosses the project property at its southeastern corner at Hammond Drive near the site of the proposed mixed use tower. Any new activity near the stream on the project property will need to conform to the requirements of the Fulton Tributary Buffer Ordinance. Development activity near the stream on the adjacent property in DeKalb County, including the new road, will need to conform to the requirements of the DeKalb Buffer Ordinance.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These estimates are estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. The impervious area estimate used for commercial, 85 percent, appears to be the closest to the approximate impervious coverage already existing and proposed for this project. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. 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
----------	----------------	------------------	----------------	-----	-----	------	------

Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

Commercial	20.13	34.42	350.26	2174.04	19787.79	24.76	4.43
TOTAL	20.13	34.42	350.26	2174.04	19787.79	24.76	4.43

Total % impervious 85%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

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

A total of seven access points are associated with the proposed development. Access to the site is provided at three locations along Hammond Drive and at two locations along Peachtree Dunwoody Road. A new road intersecting Hammond Drive and extending along the eastern boundary of the project is proposed and would provide two additional access points.

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 is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Office 400,000 sq ft	528	72	588	276	324	588	7615
Condominium 400 units	27	130	146	126	61	173	1772
Retail 60,000 sq ft	70	45	111	214	233	433	4287
Quality Restaurant 5,000 sq ft	2	2	4	25	12	37	450
High-Turnover Restaurant 5,000 sq ft	30	28	58	33	22	55	636
Total Gross Trip Generation	657	277	907	674	652	1286	14760

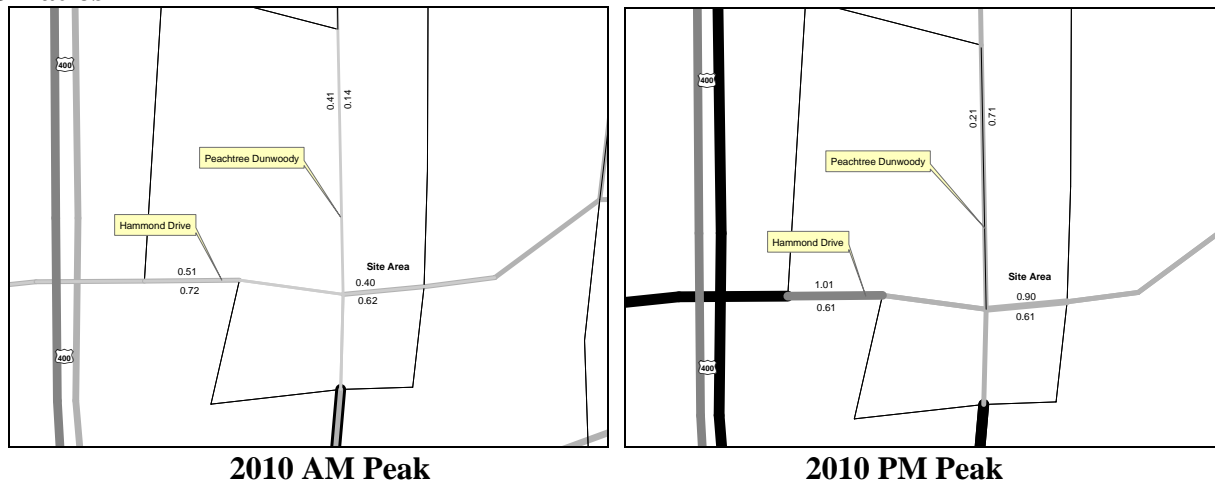
*2-Way totals represent gross trip totals minus reductions to produce net trip totals.

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

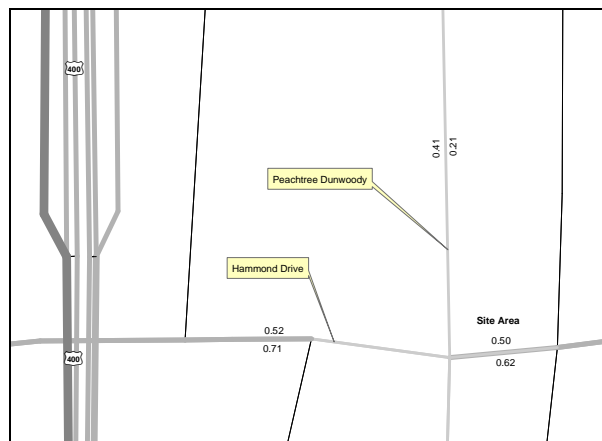
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used 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 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

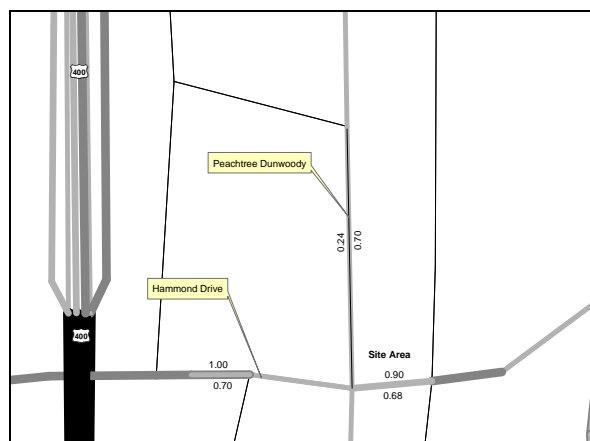
V/C Ratios



Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, adopted in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FN-AR-BP083	HAMMOND DRIVE (GLENRIDGE DRIVE TO DEKALB COUNTY LINE)	Pedestrian Facility	2008
AR-900A, B,C,D,E	I-285 NORTH BUS RAPID TRANSIT (BRT)	Transit Facility	2011
DK-316	PERIMETER CENTER PARKWAY STREETSCAPE	Pedestrian Facility	2009
AR-H-400A,B	SR 400 HOV LANES	HOV Lanes	2010
AR-440A,B	SR 400 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007
DK-215A	PERIMETER CENTER PARKWAY EXTENSION OVER I-285 [SPLIT FUNDED - SEE ALSO DK-215B]	Roadway Capacity	2007

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

*The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.

Summarize the transportation improvements as recommended by consultant in the traffic study for Corporate Campus Expansion.

Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Peachtree Dunwoody Road at Glenridge Connector

- Addition of right-turn overlap phasing for eastbound Peachtree-Dunwoody Road
- Channelization of southbound right-turn lane on Peachtree Dunwoody Road to provide free flow operations

Peachtree Dunwoody Road at Johnson Ferry Road

- Addition of southbound right-turn overlap phase

Peachtree Dunwoody Road at I-285 Eastbound On-ramp

- Addition of an exclusive northbound right-turn lane on Peachtree Dunwoody Road

Peachtree Dunwoody Road at Hammond Drive

- Addition of an exclusive westbound right-turn lane
- Addition of an exclusive northbound right-turn lane

Hammond Drive at Barfield Road

- Addition of right-turn overlap phasing on southbound Barfield Road
- Addition of a westbound right-turn lane

Hammond Drive at Perimeter Center Parkway

- Addition of eastbound right-turn lane
- Addition of second westbound left-turn lane with protected-only phasing
- Addition of two exclusive northbound right-turn lanes
- Addition of second southbound left-turn lane with protected-only phasing
- Addition of permissive-plus-overlap phasing for northbound and southbound right-turn movements

Hammond Drive at Driveway E

- Channelization of the driveway to disallow left-turns at Driveway E

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Hammond Drive at Perimeter Center Parkway

- Addition of permissive-plus-overlap phasing for westbound right-turn movement

Hammond Drive at Driveway C

- Addition of separate left-turn and right-turn lanes to be provided on the exiting approach.

Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

Hammond Drive at Driveway E

- Provide channelization to prevent left-turns into or out of Driveway E

Hammond Drive at New Road

- Provide signalization

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

The MARTA Dunwoody Rail Station is located directly east of the site and across Perimeter Center Parkway. The Dunwoody Rail Station is located along the North rail line and provides service to the entire MARTA rail system. The site is served by three MARTA bus routes, route 5, route 87 and route 150.

- Route 5 operates from the Dunwoody rail station west along Hammond Drive to Roswell Road at the Sandy Springs Shopping Center. From this point, the route continues south along Roswell Road to Piedmont Road and ends at the Lindbergh Rail Station. Headways are every twelve minutes.
- Route 87 operates from the Dunwoody Rail Station west along Hammond Drive to Roswell Road, north along Roswell Road to Dunwoody Place, south along Dunwoody Place to the North Springs Rail Station. Headways are twenty minutes.
- Route 150 operates from the Dunwoody Rail Station to the Dunwoody Village Parkway. Headways are forty minutes.

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

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail/Office is dominant, FAR >.8	6%	6%
Where Office is dominant, 10% Residential or 10% Retail	4%	4%
w/in 1/2 mile of MARTA Rail Station	5%	5%
TMA or Parking Management Program	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		23%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

This project is within close proximity to GA 400 and I-285 providing excellent regional connectivity and mobility. The site is located two blocks west of the Dunwoody MARTA rail station. The

Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

increased density of this project and its mixed-use character will contribute to transit ridership at this station, minimizing the need for automobile dependence on the area surrounding the project as well as producing a more safe pedestrian network.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.25 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.M Clayton plant will provide wastewater treatment for the proposed development.

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

The capacity of R.M.Clayton is listed below

PERMITTED CAPACITY MMF, MGD ¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 and 2014, respectively.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

¹ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

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.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.30 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?

Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 1700 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.)?**

None were determined during the review.

AGING

Does the development address population needs by age?



Preliminary Report:	Feb 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Corporate Campus #740
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

No specific aging in place concerns are addressed in this development. However it should be noted that increasing connections to the Dunwoody MARTA station would make it easier for older adults to access the office and retail space. This may be particularly useful to tenants and patients of the existing medical office space.

The census tract in which this development is located has a low percentage of older adults—only 15% of the population is above the age of 55.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 400 housing units that will include condominiums.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers.

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

The site proposed for the development is located in Census Tract 101.1. This tract had a 3.4 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 36 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around 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.

March 18, 2005

Mr. Mike Alexander
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Re: Corporate Campus, Development of Regional Impact,
20-acre Site at the Northeast Corner of Peachtree Dunwoody Road and Hammond Drive
ARC Review Code: R502242

Dear Mr. Alexander:

We understand that Corporate Campus L.I.C. proposes to develop an addition to the existing 20 acre Corporate Campus office park located at the northeast corner of Dunwoody Road and Hammond Drive and nearby the MARTA Dunwoody Station. MARTA recommends the development concept for this property as depicted on the site plan prepared by Phillips Partnership that was attached to the ARC Regional Review Notification dated February 24, 2005, with the following recommendation. The additional development of the site should include interior walkways to connect to future sidewalks on the north side of Hammond Drive and the adjacent planned Perimeter Town Center Development to improve connectivity to transit. Pedestrian accommodations will encourage transit use and walking as alternatives to automobile use in particular, improved access to Dunwoody Station on Perimeter Center Parkway and MARTA bus stops along Hammond Drive.

The development includes the addition of 400,000 square feet of office, 70,000 square feet of retail, and 400 condominiums increasing the density of development on the site. The development also includes a new roadway connecting to Hammond Drive and the adjacent planned Perimeter Town Center Development.

Developments like the addition to Corporate Campus offer the opportunity to enable and encourage more people in the metropolitan Atlanta area to use transit for their daily commutes and other trips. We at MARTA look forward to coordinating with the Atlanta Regional Commission, Fulton County, and the Perimeter Community Improvement District in working to improve pedestrian connections between Dunwoody Station and the surrounding areas.

Should you have any questions or need additional information, please contact Thelma Purnell Director of Transit System Planning at (404)-848-5028 or Ed Campbell, Director of Engineering and Construction at (404)-848-5675.

Sincerely,



Laura Ray
Assistant General Manager, Infrastructure Management and Capital Programs

cc: Nathaniel P. Ford, General Manager/CEO

Submitted on: 2/21/2005 4:03:01 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Fulton County
Individual completing form:	Morgan Ellington (please also include Alex Hofelich (traffic) on your list Alex.Hofelich@co.fulton.ga.us Thnks
Telephone:	404-730-8049
Fax:	404-730-7818
Email (only one):	Morgan.Ellington@co.fulton.ga.us

Proposed Project Information

Name of Proposed Project:	Corporate Campus Expansion
DRI ID Number:	740
Developer/Applicant:	Ackerman & Co. Attn: Pat Chesser
Telephone:	770-913-3925
Fax:	770-913-3965
Email(s):	pchesser@ackermanco.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?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$116.98M
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1.87M
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:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.30 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, Nancy Creek
--	-------------------------

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.25 MGD
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.)	11923vpd; 878 peak hour
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: northbound & westbound right turn lanes at Peachtree Dunwoody/Hammond; improvements at Hammond/Perimeter Center Parkway consistent with Perimeter Center Parkway Extension and Perimeter Town Center; northbound right-turn lane onto I-285 from Peachtree Dunwoody; construction of proposed road on Perimeter Town Center property requires signalization	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1700 tons
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?	
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?	N
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:	

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?	N
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:	

Your DRI ID NUMBER for this submission is: **740**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 2/14/2005 3:09:03 PM

DEVELOPMENT OF REGIONAL IMPACT

Fulton 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:	Fulton County
*Individual completing form and Mailing Address:	Morgan Ellington, Planner, Fulton County Govt. Center, 141 Pryor Street, Suite 2085 Atlanta, GA 30318 (Please add Alex. Hofelich@co.fulton.ga.us (Fulton Co. Traffic) to your mailing list for this project.)
Telephone:	404-730-8049
Fax:	404-730-7818
E-mail (only one):	Morgan.Ellington@co.fulton.ga.us

*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:	Corporate Campus Expansion	
Development Type	Description of Project	Thresholds
Mixed Use	Addition of 400000 sf of office 400 condominiums & 70000 sf of retail & restaurants to existing 293000 sf of office on NE corner of Peachtree Dunwoody and Hammond Drive	View Thresholds
Developer / Applicant and Mailing Address:	Ackerman & Co. Atth: Patrick Chesser 1040 Crown Pointe Parkway, Suite 200 Atlanta, GA 30338	
Telephone:	770-913-3900	
Fax:	770-913-3965	
Email:	pchesser@ackermanco.net	
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:	LL 18, 17th District	
What are the principal streets or roads providing vehicular access to the site?	Peachree Dunwoody Road and Hammond Drive	
Provide name of nearest street(s) or intersection:	Peachree Dunwoody Road and 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?	adjacent to Dekalb County
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?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	R.M. Clayton, Nancy Creek Basin
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: 2011 Overall project:

Local Government Comprehensive Plan

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

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?	<input type="checkbox"/>
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	<input type="checkbox"/>
Included in an official Transportation Improvement Plan (TIP)?	<input type="checkbox"/>
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): Developer plans to build access road to be shared with Equity on eastern boundary of site. Road is fully contained within Dekalb County	<input type="checkbox"/>

