



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: Dec 3 2006

ARC REVIEW CODE: R611031

TO: Mayor Eva Galambos

ATTN TO: Patrice Ruffin, Planner

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: City of Sandy Springs

Name of Proposal: Palisades Development

Review Type: Development of Regional Impact

Date Opened: Nov 3 2006

Date Closed: Dec 3 2006

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 Region, and therefore, of the State.

Additional Comments: Palisades 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 existing office buildings. 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 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

PERIMETER COMMUNITY IMPROVEMENT DISTRICT

CITY OF ATLANTA

ARC TRANSPORTATION PLANNING

ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION

FULTON COUNTY

METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

DEKALB COUNTY

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

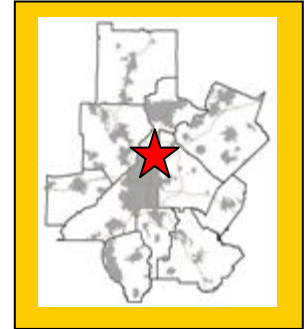
The ARC review website is located at: <http://www.atlantaregional.com/landuse/> .

Preliminary Report:	November 3, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Palisades #1152
Final Report Due:	December 3, 2006		Comments Due By:	November 17, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Palisades development is a mixed use development located on 22.9 acres in the City of Sandy Springs. The proposed development will include 200 residential high rise condominiums, 10 live/work units, a 200 room hotel, 524,000 square feet of office space, and 50,000 square feet of retail space. Currently, there existing four office buildings, surface parking, and parking decks on the site. There is approximately 627,000 existing square feet of office space and 2,287 existing on site parking spaces. The existing office buildings and parking decks will remain; however, the proposed development will be located in the surface parking areas on the northern part of the property. Vehicular access to the development will be provided at two existing locations along Peachtree-Dunwoody Road.



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 district). The proposed rezoning for the site is MIX (mixed-use). Information submitted for the review indicates that the proposed development is consistent with the City of Atlanta's Future Land Use Plan which indicates the site LWR (living working residential).

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

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

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

Will the proposed project generate population and/or employment increases in the Region?

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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.

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.

2005	Concourse
2005	Corporate Campus
2002	Perimeter Town Center
1997	Gold Kist
1990	Cox Broadcasting Office Park
1989	Hammond Center
1988	Hammond Venture
1987	Lakeside Commons
1987	Palisades Phase Four
1986	Landmarks Concourse
1985	Remington Park
1985	Lake Hearn

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, currently on site is four office building consisting of approximately 627,000 square feet of office space, and 2, 287 on site parking spaces.

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

No.

Is the proposed development consistent with regional plans and policies?

Palisades 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 existing office buildings. 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

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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 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.

The Dunwoody MARTA Rail Station is located within a 1,900 ft walking distance of the site. The revised site plan identifies the location of an existing pedestrian connection into the parcel immediately north of the proposed development which allows the Dunwoody MARTA Rail Station to be accessible within the identified 1,900 ft walking distance. This existing pedestrian connection appears to be narrow, possibly difficult to see and includes no direct connection into the pedestrian network included in the proposed project.

It is strongly suggested that a mid-block cross walk be provided across Road A to link the existing pedestrian connection to the pedestrian network of the proposed project and that the developer work with the adjacent parcel owner to the north to upgrade the existing pedestrian connection to ensure adequate lighting and visibility are available. Additionally, it is suggested the developer provide directional signage to encourage the use of this pedestrian connection to reach the Dunwoody MARTA Rail Station.

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FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

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.

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Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The project is located in the City of Sandy Springs. The project site is 22.9 acres located along the east side of Peachtree-Dunwoody Road, south of Hammond Drive. The project’s eastern property line is the border of Fulton 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.

The proposed development is entirely within the City of Sandy Springs and abuts 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 proposed development is surrounded by existing high density commercial, office, and residential uses.

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 \$251,450,000 with an expected \$453,646 in annual local tax revenues.



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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

None were determined during the review.

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.

Watershed Protection and Stream Buffers

The property is in the Nancy Creek sub-basin of the Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. The proposed project is shown as being built over existing parking lots in an existing office park development with minimal increases in impervious coverage or disturbance outside of existing disturbed areas.

Stormwater / Water Quality

The project is proposed to be located over parking lots in an existing office park with minimal increases over existing amounts of impervious surface. Stormwater will be handled by the existing stormwater detention system and any surrounding municipal stormwater system. If the existing stormwater detention requires redesign, the new design should adequately address the impacts of the existing and proposed development on stormwater runoff and downstream water quality. The amount of pollutants that produced by the development has been estimated by ARC. These 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. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The specific uses and type of impervious (structures versus parking lots) will affect the loading amounts of specific pollutants. As there are no estimated loadings for "mixed use" development, and given the coverage of the project, office/light industrial was chosen as the use for the entire property. 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	22.96	29.62	393.30	2617.44	16255.68	33.98	4.36

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TOTAL	22.96	29.62	393.30	2617.44	16255.68	33.98	4.36
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Total Impervious = 70%

If new or upgraded on-site detention is required, the design should include 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?

Vehicular access to the site will be provided at two existing locations.

- Palisades Driveway 1 is a full-movement driveway located at the existing signalized intersection of Peachtree-Dunwoody Road and Concourse Parkway.
- Palisades Driveway 2 is a right-in/right-out driveway located along Peachtree-Dunwoody Road, approximately 465 ft north of Concourse Parkway.

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

Kimley-Horn and Associates 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:

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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
210 Condominiums	16	77	93	74	36	110	1206
200 Room Hotel	59	38	97	63	55	118	1417
524,200 sq ft Office Space	621	85	706	113	553	666	4777
50,000 sq ft Retail Space	32	20	52	90	98	188	2147
Reductions	-73	-23	-96	-96	-136	-232	-2120
TOTAL NEW TRIPS	655	197	852	244	606	850	7427

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. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. 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.

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V/C Ratios



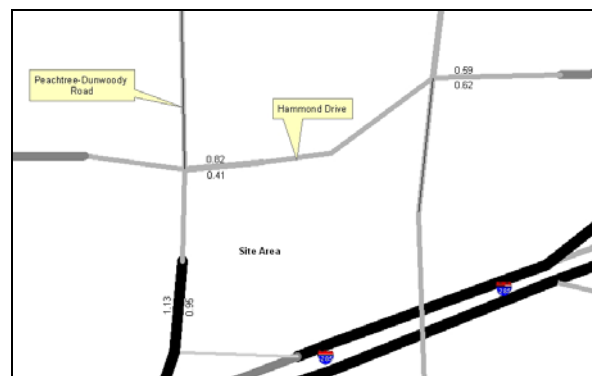
2005 AM Peak



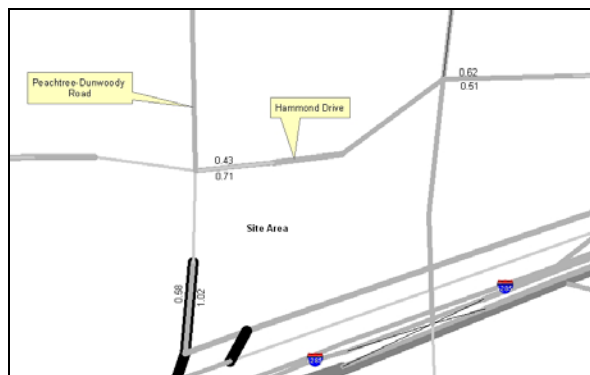
2005 PM Peak



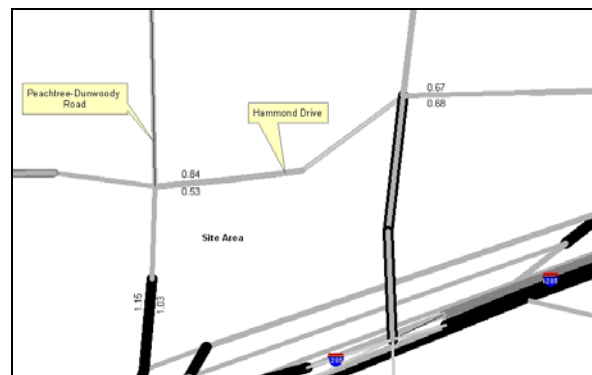
2010 AM Peak



2010 PM Peak



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 2006-2011 TIP, approved in March of 2006. 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.

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2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-217	HAMMOND DRIVE	Roadway Capacity	2011
DK-317	PERIMETER CENTER AREA SIDEWALKS SOUTH OF I-285 NORTH	Pedestrian Facility	2008
FN-AR-BP083	HAMMOND DRIVE	Pedestrian Facility	2008
DK-334	PERIMETER CENTER AREA (DEKALB COUNTY) FIBER OPTIC INTERCONNECTION ALONG SEVERAL CORRIDORS	Roadway Operations	2007
FN-198	PEACHTREE DUNWOODY ROAD	Roadway Operations	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-300	I-285 NORTH HOV LANES	HOV Lanes	2015
AR-H-400	SR 400 HOV LANES	HOV Lanes	2015
AR-900A, B	I-285 NORTH BUS RAPID TRANSIT (BRT)	Transit Facility	2012

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Palisades Development.

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 Hammond Drive

- Install a westbound right-turn lane along Hammond Drive.
- Install a northbound right-turn lane along Peachtree-Dunwoody Road.
- Install an additional northbound left-turn lane and provide a protected-only northbound left-turn signal phase.

Peachtree-Dunwoody Road at Concourse Parkway / Palisades Driveway 1

- Install an additional northbound left-turn lane along Peachtree-Dunwoody Road and provide a protected-only northbound left-turn signal phase.
- Provide two receiving lanes westbound along Concourse Parkway.

Peachtree-Dunwoody Road at I-285 Westbound Off-Ramp

- Install an additional westbound right-turn lane along the Off-Ramp.

Peachtree-Dunwoody Road at I-285 Eastbound On-Ramp

- Install a northbound right-turn lane along Peachtree-Dunwoody Road.

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.

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Peachtree-Dunwoody Road at Palisades Driveway 1

- Install an additional southbound left-turn lane along Peachtree-Dunwoody Road.
- Provide two receiving lanes along Palisades Driveway 1.
- Install a westbound left-turn lane along Palisades Driveway 1.
- Provide split-phase traffic signal operation for the east-west streets.

Peachtree-Dunwoody Road at Driveway 2

- Install a northbound right-turn lane along Peachtree-Dunwoody Road.

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?

This project is located within ½ mile of the Dunwoody MARTA Rail Station which is served by multiple MARTA bus routes as well as a GRTA Xpress bus route and a Cobb County Transit bus route. The transit service in the vicinity of this site provides extensive local and regional connectivity.

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 that includes shuttle service	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		25%

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

The area surrounding the proposed site experiences high levels of peak hour congestion and is being rapidly developed with medium and high density uses. According to the impact analysis in the traffic study, two intersections will fall below the acceptable level of service in the future year background condition. The implementation of the recommended improvements brings these intersections back to acceptable levels of service. It is suggested that all recommended improvements be implemented prior to completion of construction.

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According to the traffic study, the Dunwoody MARTA Rail Station is located within a 1,900 ft walking distance of the site. The revised site plan identifies the location of an existing pedestrian connection into the parcel immediately north of the proposed development which allows the Dunwoody MARTA Rail Station to be accessible within the identified 1,900 ft walking distance. This existing pedestrian connection appears to be narrow, possibly difficult to see and includes no direct connection into the pedestrian network included in the proposed project.

It is strongly suggested that a mid-block cross walk be provided across Road A to link the existing pedestrian connection to the pedestrian network of the proposed project and that the developer work with the adjacent parcel owner to the north to upgrade the existing pedestrian connection to ensure adequate lighting and visibility are available. Additionally, it is suggested the developer provide directional signage to encourage the use of this pedestrian connection to reach the Dunwoody MARTA Rail Station.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.143 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, MGD¹	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.

Preliminary Report:	November 3, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Palisades #1152
Final Report Due:	December 3, 2006		Comments Due By:	November 17, 2006

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at .143 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?

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 210 tons of solid waste per year.

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?

Preliminary Report:	November 3, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Palisades #1152
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- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 210 housing units that will include high rise condominiums and live work units.

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 5.5 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 37 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.

November 17, 2006

Mr. Mike Alexander
DRI Coordinator
Atlanta Regional Commission
40 Courtland Street, N.E.
Atlanta, GA 30303

**RE: Review of Development of Regional Impact (DRI) #1152
Palisades Development**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1152 – Palisades Development – located in the City of Sandy Springs.

The project location on the northern corridor of I-285 freeway has been identified by the Atlanta Regional Commission (ARC) as one of the most congested corridors in the region. However, its proximity (within walking distance of the MARTA Dunwoody rail station), positions it to benefit considerably from the alternative mobility options offered by the transit services available at the station. In line with the review comment by GRTA staff, MARTA would suggest a development concept that would take advantage of this by providing suitable pedestrian connectivity to the rail station.

Several MARTA bus routes as well as bus routes by other transit providers operate out of the Dunwoody rail station, and would adequately serve the development. MARTA has no pending plans to expand service in the project area.

Thank you for the opportunity to review the proposal, and please contact me with any questions.

Sincerely,



Henry Ikwut-Ukwa, Ph.D.

Office of Transit System Planning
Phone: 404-848-5828
Fax: 404-848-5132
Email: hikwut@itsmarta.com



DEVELOPMENT OF REGIONAL IMPACT (DRI) COMMENTS:

Petition:	RZ06-021/CV06-012/U06-004 (DRI #1152)	5901-5909 Peachtree Dunwoody Road Applicant: Trizec Realty, LLC
	<i>Details:</i> From O-I conditional to MIX for the development of a hotel, condominium, and retail component in conjunction with the existing office use.	
Prepared by:	Mark Moore, Transportation Division Patrice S. Ruffin, AICP, Planning and Zoning Division	
Date prepared:	November 21, 2006	
Forwarded to:	M. Haley Fleming, AICP, Atlanta Regional Commission Robin Cailloux, Georgia Regional Transportation Authority Harold Buckley, Jr., AICP, Esq., Alston & Bird, LLP	

Please be advised, the City of Sandy Springs Department of Public Works, Transportation Division and Department of Community Development, Planning and Zoning Division have reviewed the above referenced petition and have determined that the proposal is deficient and requires the submittal of additional information as outlined below.

Department of Public Works Transportation Division

Upon review of the report received by the Department of Public Works dated November 8, 2006, the Transportation Division has prepared the following comments:

- Although the applicant was informed in the pre-application meeting that interparcel access would be required, there is no scenario shown in the study which takes such access into account. The applicant should revise the study to show the effect to trip distribution and LOS assuming full interparcel access to the north.
- Subsequent to the pre-application meeting, Public Works obtained concept site plans that show this project extending east to Perimeter Center Parkway and provides access to the new Lake Hearn extension bridge. Provide clear indication as to whether this connection is planned, and if so, include in trip distribution and LOS calculations.
- Improvements identified in the 2011 No-Build scenario for Peachtree-Dunwoody @ Hammond, Peachtree-Dunwoody @ Concourse Parkway, and Peachtree-Dunwoody @ I-285 westbound off-ramps should be included in required improvements for this project, unless otherwise identified under a current DRI.
- Pg. 11 – split-phase signal operation is not generally acceptable in the City of Sandy Springs. Revise LOS calculations to remove split-phase operation, providing geometric improvements as necessary to accommodate this.

- Study identifies sidewalk installation along Hammond Drive during 2006 (pg 2 and others). This appears to be incorrect. Identify sponsor agency and project identification information.
- Explain how 1900 ft walking distance between site and Dunwoody MARTA Station was calculated.
- Specify improvements necessary to maintain LOS at the Peachtree-Dunwoody @ Lake Hearn intersection. 2001 No-Build and Build scenarios (including LOS calculations) for this intersection should include projected traffic increase from the I-285 fly-over bridge.

[More comments to follow.]

Department of Community Development Planning and Zoning Division

Upon review of the site plan received by the Department of Community Development dated November 8, 2006, the Planning and Zoning Division has prepared the following comments:

1. The hotel and townhouse uses listed in the "Land Use" and "Parking Summary" tables are not clearly identified on the site plan submitted.
2. The "Parking Summary" table is incomplete (Provided Spaces section).
3. The square footage of individual existing structures is not provided on the site plan.
4. The square footage/number of units for individual proposed structures is not provided on the site plan.
5. The number of parking spaces in each of the proposed decks is not provided on the site plan.

The applicant/owner is also required to provide the following:

1. Mixed use development standards as required by Section 8.2.3, *Development Standards* shall be detailed on the site plan to include -
 - a. Proposed front, side, and rear yard setbacks.
 - b. Proposed internal setbacks, separations, landscaping, and buffering between uses.
 - c. Proposed minimum heated floor area for residential units.
 - d. Proposed 20% common outdoor area [to be maintained by property owner(s)].
2. Landscape strips as required by Section 4.23.1, *Minimum Landscape Strips and Buffers* shall be detailed on the site plan -
 - a. Front: 20 feet.
 - b. Side: 5 feet.
 - c. Rear: 10 feet.

3. Noise Study Report as required by Section 28.4.7, *Noise Study Report*.
4. Site plan revisions as noted on the enclosed Form F, *Site Plan Checklist*:
 - a. Posted speed limits on all adjoining roads.
 - b. Square footages of existing buildings.
 - c. Required and/or proposed setbacks.
 - d. Required landscape strips, undisturbed buffers, and any other natural areas as required or proposed.
 - e. Required, existing, and proposed parking spaces; Loading and unloading facilities
 - f. Proposed stormwater management facilities.
 - g. Tree lines, woodlands, and open fields on subject site (including specimen trees that will be affected by the proposed development).
 - h. Entrance site distance profile assuming the driver's eye at a height of 3.5 feet.
5. Two (2) full size copies of the revised site plan and one (1) reduced size (8 ½" x 11") copy.

Please find enclosed a redlined copy of the proposed site plan; a copy of Form F, *Site Plan Checklist* with deficiencies noted; a copy of the preliminary departmental comments from the August 1, 2006 Focus Meeting; and a copy of the required shared parking calculation as determined by the city.

In addition, the Planning and Zoning staff would like to ensure that the petitioner is aware of the following deadlines and meeting dates:

Revision submittal deadline: December, 14 2006

Tentative Meeting Schedule:

Community/Developer Resolution Meeting	TBD
Planning Commission Hearing	January 18, 2007
Mayor and City Council Hearing	February 20, 2007

RZ06-021/U06-004/CV06-012 (DRI)
5901-5909 Peachtree Dunwoody Road

RECEIVED

NOV 08 2006

City of Sandy Springs
Community Development

RZ06021

LEGEND

- FUTURE DEVELOPMENTS
- PEDESTRIAN WALKWAY
- PROPERTY LINE
- EXISTING CONTOUR
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER

GENERAL NOTES

APPLICANT:
PALSADES BUILDING, L.P.
360 INTERSTATE NORTH PARKWAY, SUITE 360
ATLANTA, GA 30307
CONTACT: BOB STUBBS
PHONE: 770-926-3452
FAX: 866-422-4564

ENGINEER:
KIMLEY-HORN AND ASSOCIATES, INC.
1000 HOLLAND BRIDGE ROAD, SUITE 600
NORCROSS, GA 30071
CONTACT: MARK KELBY, P.E.
PHONE: 770-926-3454
FAX: 770-926-0774

SURVEYOR:
HOR ENGINEERING, INC.
301 PERimeter CENTER NORTH, SUITE 400
ATLANTA, GA 30346
CONTACT: JAMES L. HARRIS
PHONE: 678-775-4800

LAND USE	TOTAL (AC)	SF/UNIT	DENSITY
EXISTING			
Office (Institutional)	22.96 Acres	627,000 SF	27,308 SF/Acre
PROPOSED			
MIX (Mixed Use)	22.96 Acres		
Hotel	200 Rooms		8.71 Units/Acre
Multifamily (Condominium)	200 Units		8.71 Units/Acre
Townhouse (Live-Work)	10 Units		0.44 Units/Acre
Retail	50,000 SF		2,178 SF/Acre
Office	524,200 SF		22,831 SF/Acre

PARKING SUMMARY		
LAND USE	SF/UNIT	REQUIRED RATIO
Hotel	200 Units	1 PER ROOM
Retail	50,000 SF	5 PER 1000 SF
Office - Proposed	524,200 SF	3.0 PER 1000 SF
Office - Existing	627,000 SF	(Per 250,000 SF)
Shared Use		(Per 250,000 SF)
SUBTOTALS		3,624 Shared Parking
Townhouse (Live/Work)	10 Units	2 PER 2-Bedroom Unit
Multifamily (Condo)	200 Units	2 PER 2-Bedroom Unit
TOTALS		4,044

CLIENT: PALSADES BUILDING, L.P.

TITLE: GRTA DRI SITE PLAN

PROJECT: PALSADES DRI #152
MASTER DEVELOPMENT

Kimley-Horn and Associates, Inc.
388 HOLLAND BRIDGE ROAD SUITE 600 - NORCROSS, GEORGIA 30071-5877
PHONE 770 926-3454 FAX 770 926-0774

APPROVED GRTA COMMENTS:

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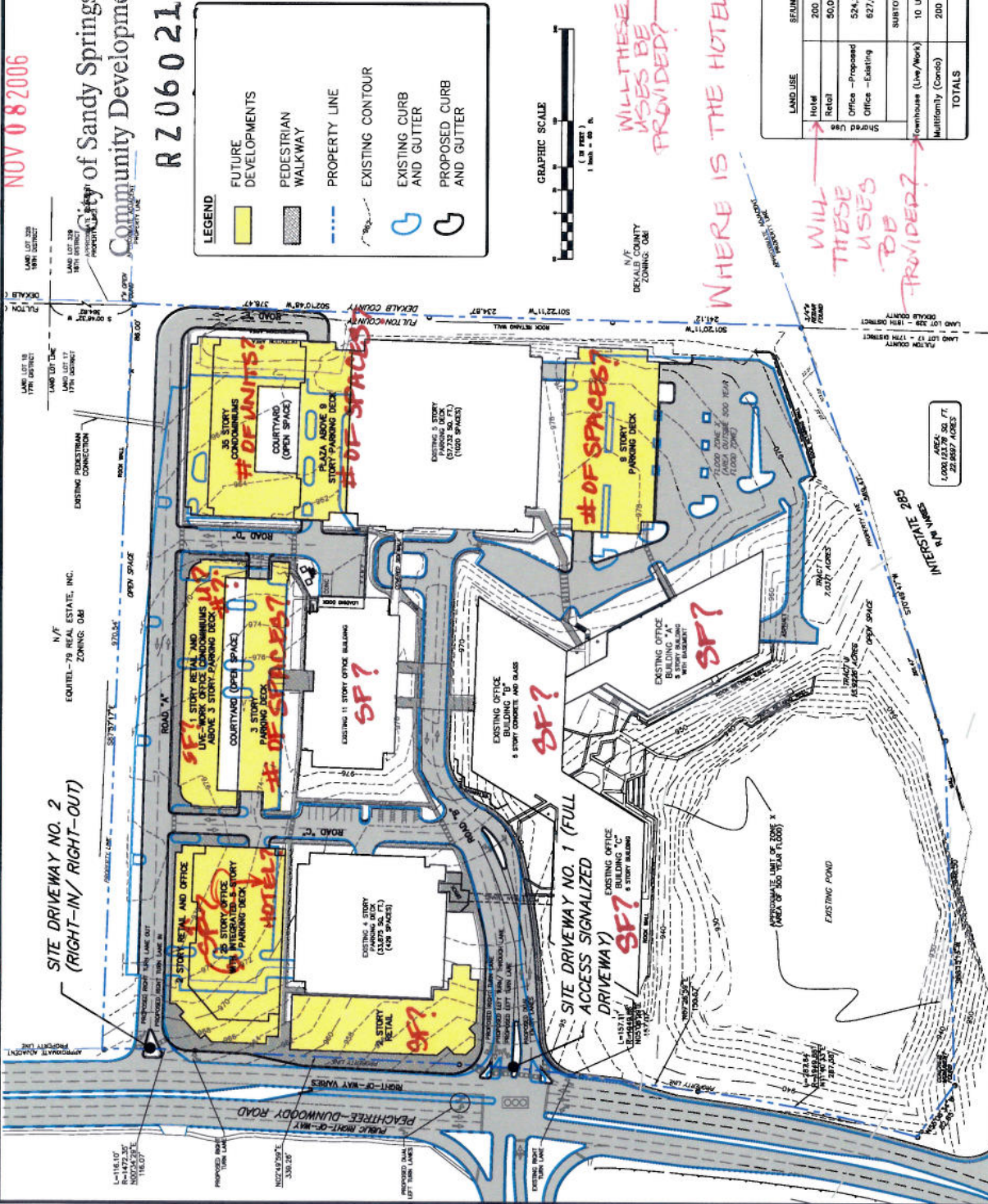
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**SITE PLAN CHECKLIST
FORM F**

NP - NOT PROVIDED
N/A - NOT APPLICABLE

Site plans for rezoning and use permit must be folded, drawn to scale, no larger than 30" x 42", and shall, at a minimum, include the following information:

ITEM #	DESCRIPTION	CHECK ✓
1	Key and/or legend and site location map with North arrow	✓
2	Boundary survey of subject property which includes dimensions along property lines that match the metes and bounds of the property's written legal description and clearly indicates the point of beginning	✓
3	Acreage of subject property	✓
4	Location of land lot lines and identification of land lots	✓
5	Existing, proposed new dedicated and future reserved rights-of-way of all streets, roads, and railroads adjacent to and on the subject property	✓
6	Proposed streets on the subject site	✓
7	Posted speed limits on all adjoining roads	NP
8	Current zoning of the subject site and adjoining properties	✓
9	Existing buildings with square footages and heights (stories), wells, driveways, fences, cell towers, and any other structures or improvements on the subject property	NP
10	Existing buildings with square footages and heights (stories), wells, driveways, fences, cell towers, and any other structures or improvements on adjacent properties within 400 feet of the subject site based on aerial photography from an acceptable source as determined by the Director of Community Development	N/A
11	Location of proposed buildings (except single family residential lots) with total square footage	✓
12	Layout and minimum lot size of proposed single family residential lots	N/A
13	Topography (surveyed or County) on subject site and adjacent property within 200 feet as required to assess runoff effects	✓
14	Location of major overhead and underground electrical and petroleum transmission/conveyance lines	✓
15	Required and/or proposed setbacks	NP
16	100 year flood plain horizontal limits and flood zone designations as shown on survey or FEMA FIRM maps	✓
17	Required landscape strips, undisturbed buffers, and any other natural areas as required or proposed	NP
18	Required and proposed parking spaces; Loading and unloading facilities	NP
19	Lakes, streams and other waters on the site and associated buffers	✓
20	Proposed stormwater management facilities + 20' LANDSCAPE BUFFER	NP
21	Community wastewater facilities including preliminary areas reserved for septic drain fields and points of access	N/A
22	Availability of water system and sanitary sewer system	NP
23	Tree lines, woodlands and open fields on subject site SPECIMENS NOT SHOWN	NP
24	Entrance site distance profile assuming the driver's eye at a height of 3.5 feet (See Subdivision Regulations)	NP
25	Wetlands shown on GIS maps or survey	✓
26	Airport noise contours on those properties within the FAR Part 150 Airport Noise Contour Map.	N/A



Department of Community Development

Preliminary Zoning Agenda Focus Meeting

August 1, 2006
10:00 a.m.

RZ06-021 (DRI)
CV06-012
U06-004

5901-5909 Peachtree Dunwoody Road
Applicant: Trizec Realty, LLC

Details:

From O-I conditional to MIX for the development of a condominium and retail component in conjunction with the existing office use.

BUILDING AND DEVELOPMENT DIVISION	Sandy Springs Engineering Plan Reviewer	<ul style="list-style-type: none"> At time of Land Disturbance Permit, if the land development activity associated with the redevelopment of the site exceeds 50 percent of the site area, stormwater management for the entire site shall meet the standards presented in the Georgia Stormwater Management Manual and existing conditions for the site shall be modeled as an undeveloped site. If the land development activity associated with the redevelopment of the site is less than 50 percent of the site area, stormwater management for the redeveloped portion of the site shall meet the standards presented in the Georgia Stormwater Management Manual.
	Sandy Springs Building Plan Reviewer	<ul style="list-style-type: none"> Design and construction shall be in accordance with the current version of the Bldg Codes ID'd in the Sandy Springs Code of Ordinances Chapter 9. Fire dept access requirements must be met. If high rise construction is involved, all high-rise requirements must be met in accordance with the 2000 IBC with GA State Amendments.
	Sandy Springs Landscape Architect/Arborist	<ul style="list-style-type: none"> There are 3 specimen trees located on the site (1 in "Block B"; 2 in "Block A")
FIRE DEPT.	Fulton County Fire Inspector	<ul style="list-style-type: none"> There are no fire requirements that need to be met at this time.
TRANSPORTATION	Sandy Springs Department of Transportation, Planning Engineer	<ul style="list-style-type: none"> Transportation is reserving comment pending the outcome of the DRI process, and review of the studies and material produced therein.

Use	Square Footage/Units/Seats	Required Parking Spaces				
			Weekdays		Weekends	
			6 a.m. - 5 p.m.	5 p.m. - 1 a.m.	6 a.m. - 5 p.m.	5 p.m. - 1 a.m.
Shared Parking					Nighttime	
Use					1 a.m. - 6 a.m.	
Office	901,200	3,273				
Retail	50,000	250				
Hotel (no restaurant)	200	200				
Restaurant	0	0				
Entertainment/Recreational	0	0				
Church	0	0				
Residential	210	420				
Shared Parking			Weekdays		Weekends	
Use						
Office	3,273	327			327	164
Retail	150	225			250	175
Hotel	150	200			150	200
Restaurant	0	0			0	0
Entertainment/Recreational	0	0			0	0
Church	0	0			0	0
Subtotal	3,573	752			727	539
Residential	420					
TOTAL	3,993					326

Your DRI ID NUMBER for this submission is: **1152**
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 6/26/2006 4:03:13 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:	City of Sandy Springs
*Individual completing form and Mailing Address:	Patrice S. Ruffin, AICP, Planner Department of Community Development 7840 Roswell Road Building 500 Sandy Springs, Georgia 30350
Telephone:	770-730-5600
Fax:	770-730-5055
E-mail (only one):	patrice.ruffin@sandyspringsga.org

*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:	RZ06-021 5901-5909 Peachtree-Dunwoody Road	
Development Type	Description of Project	Thresholds
Mixed Use	The applicant is requesting to rezone the subject property from O-I (Office and Institutional District) conditional to MIX (Mixed Use District) for the development of new residential office hotel and retail components at the site. The applicant is proposing the addition of 10 live/work office units 50000 square feet of retail space and one of the following: 1) 534200 square feet of office space 2) 400 condominium units or 3) a 200 room hotel with a possible 200 unit condominium element.	View Thresholds
Developer / Applicant and Mailing Address:	Trizec Realty, LLC c/o Harold Buckley, Jr., AICP Alston & Bird, LLP One Atlantic Center 1201 West Peachtree Street Atlanta, Georgia 30309-3424	
Telephone:	404-881-7000	
Fax:	404-881-7777	
Email:	harold.buckley@alston.com	
Name of property owner(s) if different from developer/ applicant:		
Provide Land-Lot-District Number:	Land Lot 17, District 17	
What are the principal streets or roads providing vehicular access to the site?	Peachtree-Dunwoody Road	

Provide name of nearest street (s) or intersection:	I-285 to the immediate south; Hammond Drive to the north
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.):	http://www.mapquest.com/maps/map.adp?formtype=address&addtohistory=&address=5901%20Peachtree%20Dunwoody%20Rd%20Ne&city=Atlanta&state=GA&zipcode=30328%2d5382&country=US&geodiff=1
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?	The east property line shares a common line with the Sandy Springs city limits/DeKalb County line.
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, Variance, Other Use Permit
What is the name of the water supplier for this site?	City of Atlanta Department of Watershed Management
What is the name of the wastewater treatment supplier for this site?	Fulton County Public Works Department
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: Overall project: 24 to 36 months following rezoning approval

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?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe):	

Submitted on: 9/8/2006 3:19:21 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Sandy Springs
Individual completing form:	Patrice S. Ruffin, AICP
Telephone:	770-730-5600
Fax:	770-730-5055
Email (only one):	patrice.ruffin@sandyspringsga.org

Proposed Project Information

Name of Proposed Project:	Palisades Development
DRI ID Number:	1152
Developer/Applicant:	Trizec Realty, LLC c/o Harold Buckley, Jr., AICP
Telephone:	404-881-7000
Fax:	404-881-7777
Email(s):	harold.buckley@alston.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.)	
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:	\$251,450,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$453,646
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)?	143.420 GPD (0.143 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:	Fulton County Public Works Department
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	143,420 GPD (0.143 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.)	244 entering and 606 exiting PM peak hour trips
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?	N
If transportation improvements are needed to serve this project, please describe below: Please see DRI transportation report.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	210 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?	87%
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

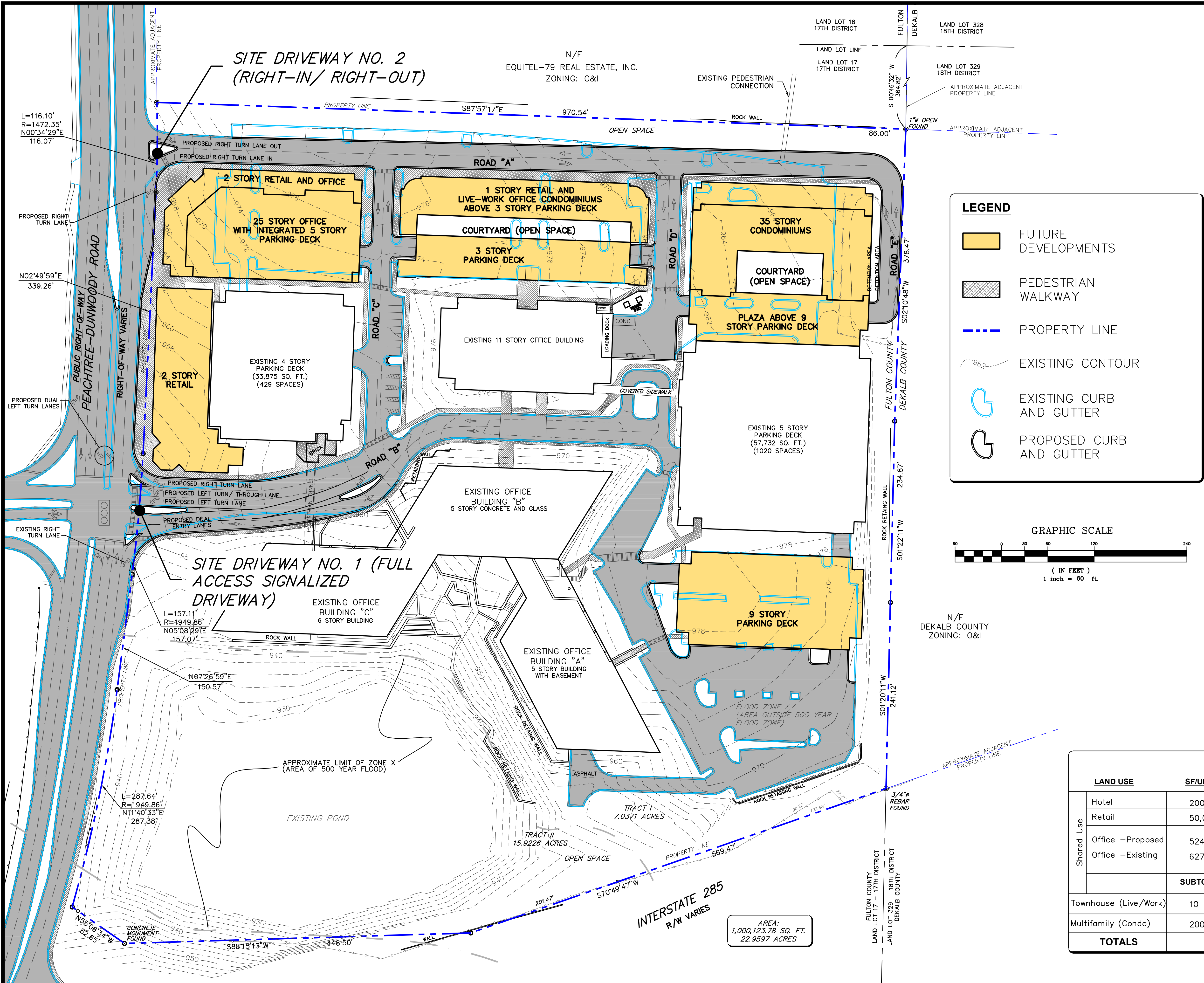
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified 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

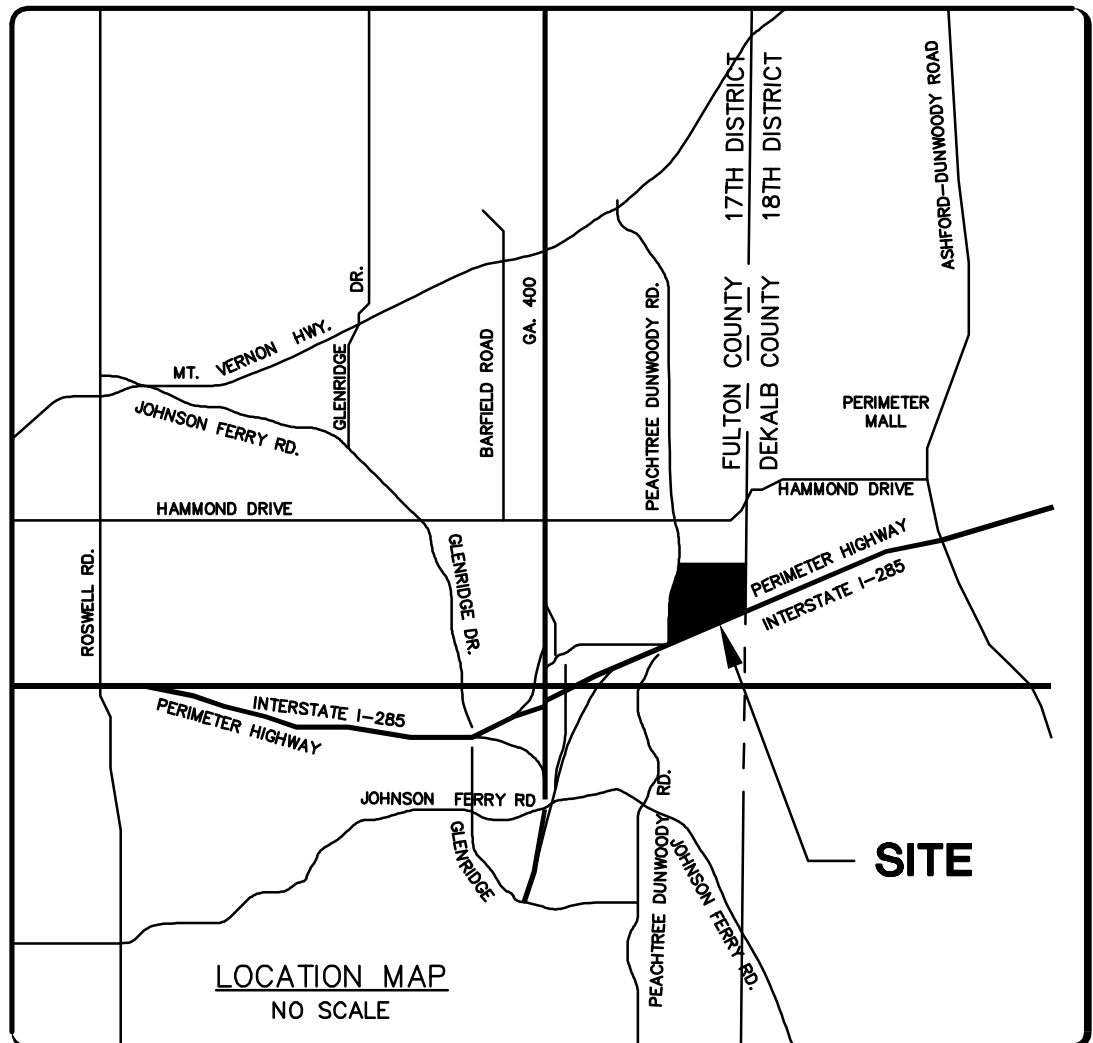
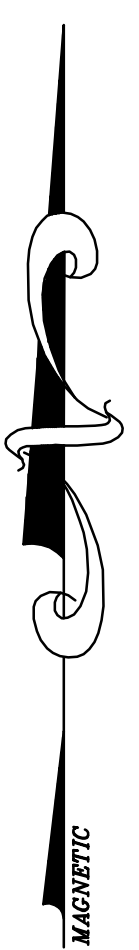
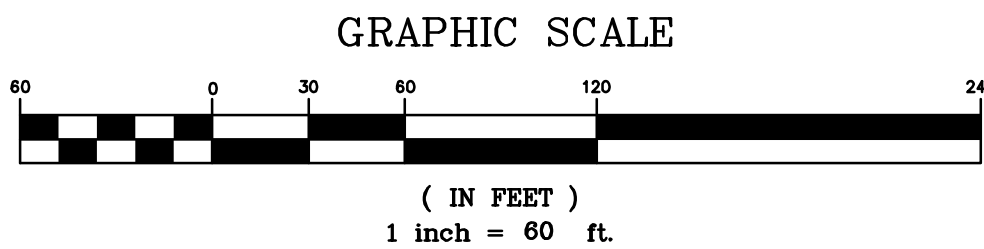
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:

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LEGEND

- FUTURE DEVELOPMENTS
- PEDESTRIAN WALKWAY
- PROPERTY LINE
- EXISTING CONTOUR
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER



GENERAL NOTES

APPLICANT: PALISADES BUILDING, L.P.
360 INTERSTATE NORTH PARKWAY, SUITE 360
ATLANTA, GA 30339
CONTACT: BOB STUBBS
PHONE: 770-956-3452
FAX: 866-422-4564

ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
3169 HOLCOMB BRIDGE ROAD, SUITE 600
NORCROSS, GA 30071
CONTACT: MARK KILBY, P.E.
PHONE: 770-825-0744
FAX: 770-825-0074

SURVEYOR: HDR ENGINEERING, INC.
301 PERIMETER CENTER NORTH, SUITE 400
ATLANTA, GA 30346
CONTACT: PHILLIP CURRY
PHONE: 678-775-4800

LAND USE	TOTAL (AC)	SF/ #UNITS	DENSITY
EXISTING			
O&I (Office/ Institutional)	22.96 Acres	627,000 SF	27,308 SF/Acre
PROPOSED			
MIX (Mixed Use)	22.96 Acres		
Hotel		200 Rooms	8.71 Units/Acre
Multifamily (Condominium)		200 Units	8.71 Units/Acre
Townhouse (Live-Work)		10 Units	0.44 Units/Acre
Retail		50,000 SF	2,178 SF/Acre
Office		524,200 SF	22,831 SF/Acre
GENERAL NOTES			
TOTAL PROPERTY AREA: 22.96 AC			
CURRENT ZONING: O&I (OFFICE INSTITUTIONAL)			
PROPOSED ZONING: MIX (MIXED USE DISTRICT)			

PARKING SUMMARY				
LAND USE	SF/UNITS	REQUIRED RATIO	REQUIRED SPACES	PROVIDED SPACES
Shared Use	Hotel	200 Units	1 PER Room	200
	Retail	50,000 SF	5 PER 1000 SF	250
	Office -Proposed	524,200 SF	3.0 PER 1000 SF (First 250,000 SF)	1,518
	Office -Existing	627,000 SF	2.8 PER 1000 SF (All exceeding 250,000 SF)	1,806
	SUBTOTALS		3,624 Shared Parking	3,693 Shared Parking
Townhouse (Live/Work)		10 Units	2 PER 2-Bedroom Unit	20
Multifamily (Condo)		200 Units	2 PER 2-Bedroom Unit	400
TOTALS			4,044	4,113

1	ADDRESS GRTA COMMENTS	11/02/06	KAG	AA
REV. No.	REVISION:	DATE:	DRAWN BY:	CHECKED BY:
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PREPARED IN THE OFFICE OF:

Kimley-Horn and Associates, Inc.

3169 HOLCOMB BRIDGE ROAD SUITE 600 - NORCROSS, GEORGIA 30071-1367
PHONE: (770) 825-0744 FAX: (770) 825-0074

CLIENT: **PALISADES BUILDING, L.P.**

TITLE: **GRTA DRI SITE PLAN**

DATE: 10/27/06
HORIZONTAL SCALE: 1" = 60'
VERTICAL SCALE: N/A
DRAWN BY: KAG
DESIGNED BY: JMK
CHECKED BY:

PROJECT: **PALISADES DRI #1152 MASTER DEVELOPMENT**

ATTACHED REFERENCE FILES: JOB NUMBER: SHEET NUMBER: 1 OF 1