



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: Aug 22 2007

ARC REVIEW CODE: R707191

TO: CEO Vernon Jones
ATTN TO: Karmen Swan-White, 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: DeKalb County
Name of Proposal: High Street

Review Type: Development of Regional Impact

Date Opened: Jul 19 2007

Date Closed: Aug 22 2007

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: According to the Unified Growth Policy Map, the proposed development is located in an area designated as a mega corridor. Mega Corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located within a regional center which is defined as an area of intense retail, office, and residential uses. These uses can be integrated or separate. The proposed development includes a variety of different housing options, and a mixture of uses that support the Regional Development Plan Policies. The LCI Study, adopted by both the CID and DeKalb County, calls for Perimeter Center Parkway to be a destination oriented main street highly traveled by pedestrians, coinciding with MARTA or proposed LRT stations. Perimeter Center Parkway is conceived to be "a walkable urban street flanked by mixed use development and a community focal point in the form of a linear park and greenway carved out of the unbuildable areas immediately adjacent to and underneath the MARTA rail line." Although the linear park is one element that is not currently under construction, it is important to keep in mind the LCI vision for other side of the parkway, a community focal point, and how this project interacts with it. There has been significant funding, over \$6 million through ARC transportation funding and GRTA bonds, provided to implement the LCI recommendations concerning Perimeter Center Parkway and the immediate area surrounding the Dunwoody MARTA station. It is important to provide the proven elements that create a successful pedestrian oriented main street: pedestrian oriented street edge, ground level street activity, wide sidewalks, and landscaping, to name a few.

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
PERIMETER CID

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY
DEKALB COUNTY SCHOOLS

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF SANDY SPRINGS
FULTON 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.

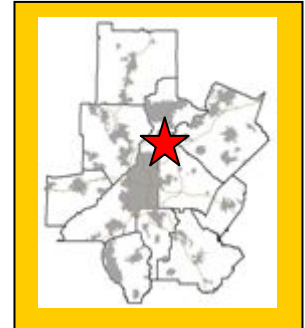
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed High Street mixed-use development is located on 34.84 acres in DeKalb County. The proposed development plans will include 1,500 apartment units, 1,500 condominium units, 325,000 square feet of retail space, a 400-room hotel, and 75,000 square feet of restaurant uses, and a net increase of 138,556 square feet of office space. The existing 261,444 square feet of office space will be demolished. The development is proposing seven site driveways, four driveways along Perimeter Center Parkway, three of which are existing driveways, and three driveways along Hammond Drive.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2017.

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 OCR (Office-Commercial-Residential). The proposed zoning for the site is OCR. Information submitted for the review states that the proposed development is consistent with DeKalb County's Future Land Use Plan, which designates the site as Office Mixed

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 any 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:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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 a mile radius of the proposed project.

YEAR	NAME
1985	REMINGTON PARK
1985	PEACHTREE-DUNWOODY
1985	LAKE HEARN
1986	MEADOW LANE
1986	PERIMETER WEST
1986	ABERDEEN FOREST
1986	LANDMARKS CONCOURSE
1987	POST DUNWOODY RESIDENTIAL
1987	NORTH PARK TOWN CENTER
1987	POTOMAC HILLS - REVISED
1987	LAKESIDE COMMONS
1987	PALISADES PHASE FOUR
1987	SCOTTISH RITE HOSPITAL
1988	GLENLAKE OFFICE PARK
1988	1117 PERIMETER CENTER WEST - REVISED
1988	CENTRAL PARK - REVISED
1988	CRESTLINE (REVISED)
1988	HAMMOND VENTURE
1989	HAMMOND CENTER
1989	ROSWELL/285 MIXED USE
1989	PEACHTREE-DUNWOODY APARTMENTS
1990	CROWNE POINT
1990	COX BROADCASTING OFFICE PARK
1990	5825 GLENRIDGE DRIVE MIXED USE
1991	ASHFORD GREEN
1994	GLENRIDGE PERIMETER OFFICE DEVELOPMENT
1997	GOLD KIST
1998	GLENRIDGE @ HIGHLAND
1998	GLENRIDGE POINTE
1999	CENTRAL PARK TOWN CENTER
1999	ABERNATHY MUD
2000	ST. JOSEPH MEDICAL OFFICE BLDGS
2000	GLENRIDGE 400
2000	ROBERTS NORTH SPRINGS DEVELOPMENT
2000	NORTH PARK MUD
2001	COUSINS PROP/N'SIDE HOSP/OFF/HOTEL DEV
2003	211 PERIMETER CENTER
2003	PERIMETER CENTER
2003	DUNWOODY PARK APTS - CASDEN PROPERTIES
2003	PERIMETER FORD REDEVELOPMENT
2004	GABLES METROPOLITAN III
2005	CORPORATE CAMPUS
2005	COSMOPOLITAN NORTH
2005	CONCOURSE

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

2006 | PALISADES DEVELOPMENT

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

Information submitted for the review states that 261,444 square feet of office space will be demolished.

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

No.

Is the proposed development consistent with regional plans and policies?

According to the Unified Growth Policy Map, the proposed development is located in an area designated as a mega corridor. Mega Corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located within a regional center which is defined as an area of intense retail, office, and residential uses. These uses can be integrated or separate. The proposed development includes a variety of different housing options, and a mixture of uses that support the Regional Development Plan Policies.

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 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 transit villages are planned as high density urban districts promoting a mix of residential, commercial, and institutional uses. The proposed mix of uses meets the intent of the transit village.

The LCI Study, adopted by both the CID and DeKalb County, calls for Perimeter Center Parkway to be a destination oriented main street highly traveled by pedestrians, coinciding with MARTA or proposed LRT stations. Perimeter Center Parkway is conceived to be "a walkable urban street flanked by mixed use development and a community focal point in the form of a linear park and greenway carved out of the unbuildable areas immediately adjacent to and underneath the MARTA rail line." Although the linear park is one element that is not currently under construction, it is important to keep in mind the LCI vision for other side of the parkway, a community focal point, and how this project interacts with it. There has been significant funding, over \$6 million through ARC transportation funding and GRTA bonds, provided to implement the LCI recommendations concerning Perimeter Center Parkway and the immediate area surrounding the Dunwoody MARTA station.

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

ARC staff objected to the inward orientation of the development away from Perimeter Center Parkway and the parking garages located along Perimeter Center Parkway, particularly the garage located closest to the intersection of Hammond Drive and Perimeter Center Parkway, across from the MARTA Dunwoody Station. Given the close proximity of the MARTA station there is likely to be increased pedestrian activity. It is important to provide the proven elements that create a successful pedestrian oriented main street: pedestrian oriented street edge, ground level street activity, wide sidewalks, and landscaping, to name a few. The orientation of the development and the lack of street level activity along Perimeter Center Parkway do not help to create a main street envisioned in the LCI study.

ARC staff met with the developer and Perimeter CID to discuss solutions to the concerns raised during the review. Comments attached at the end of this report state that through further discussions between the developer and Perimeter CID, an alternative solution was determined that included continued collaboration through the architectural design phase to address the architectural façade of the parking decks along Perimeter Center Parkway with the goal of an end result that promotes esthetically pleasing characteristics consistent with the Perimeter Area. ARC's position remains that building along Perimeter Center Parkway should include the elements that create a successful pedestrian oriented main street, including ground level street activity.

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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.

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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.

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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 proposed development is located in 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 DeKalb County however the project is adjacent to the City of Sandy Springs in Fulton County

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

None were determined during the review.

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 \$1 billion with an expected \$9 billion in annual local tax revenues.

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

The proposed development will add residential uses to an area dominated by office and retail uses. The proposed development is adjacent to a MARTA rail station. The proposed development will provide opportunities for individuals to live and work within close proximity and have access to other areas in the region without the use of an automobile.

NATURAL RESOURCES

Water Supply Watersheds / Stream Buffers

The project is located in the Chattahoochee Corridor Basin, but it is not within the 2000-foot Chattahoochee River Corridor. According to the USGS coverage for the project area, there is a stream at the southwestern corner of the property. In addition, the site plan shows a second, unmapped stream along the western edge of the property. No buffers are shown on either stream. The DeKalb County Stream Buffer ordinance requires a 75-foot buffer on both banks of designated streams. If these streams are subject to the DeKalb ordinance, buffers will need to be shown or a variance will be needed from the County. Any other unmapped streams may also be subject to the buffer ordinance requirements.

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

The Chattahoochee is a large water supply watershed as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. The only criteria that apply in a large (more than 100 square miles) basin without a water supply reservoir are requirements for hazardous waste handling, storage and disposal.

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. ARC has estimated the amounts of pollutants that will be produced after construction of the proposed development. These estimates are presented below. The estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. The impervious areas are based on estimated averages for land uses in the Atlanta Region. Because of the proposed use and the overall coverage in the proposed project, commercial was used

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

for the calculations. If impervious percentages are higher or lower, the pollutant loads will differ accordingly from the estimates. 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
Commercial	34.84	59.58	606.22	3762.72	34247.72	42.85	7.66
TOTAL	34.84	59.58	606.22	3762.72	34247.72	42.85	7.66

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?

There will be a total of seven access points with three existing driveways and four proposed driveways. Along Hammond Drive, there will be a proposed full movement signalized intersection and a proposed right-in/right-out driveway. Along Perimeter Center Parkway, there is a proposed right-in/right-out driveway, two existing full-movement signalized intersections and an existing full-movement driveway, and a proposed (relocated) full-movement signalized driveway.

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

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Condominiums 1,500 units	88	376	464	326	199	525	5,879
Apartments 1,500 units	148	591	739	548	295	843	9,165
Hotel 400 rooms	139	89	228	125	111	236	3,207
Office 138,556 square feet (net increase in office)	214	29	243	40	194	234	1,715
Retail 325,000 square feet	193	124	317	654	709	1,363	14,610
Quality Restaurant 37,500 square feet	N/A	N/A	N/A	188	93	281	3,373
High-Turnover Restaurant 37,500 square feet	225	207	432	250	160	410	4,768
Mixed-Use Reduction (Residential)	0	0	0	-119	-98	-217	-2,292
Alternate Mode Reduction (Residential)	-38	-106	-144	-88	-51	-139	-1,596
Mixed-Use Reduction (Office)	0	0	0	-12	-26	-38	-335
Alternate Mode Reduction (Office)	-21	-3	-24	-3	-17	-20	-138
Mixed-Use Reduction (Retail & Restaurant)	0	0	0	-120	-127	-247	-2,593
Alternate Mode Reduction (Retail & Restaurant)	-42	-33	-75	-97	-84	-181	-2,016
Pass-By Trips	0	0	0	-271	-269	-540	-6,097
TOTAL NEW TRIPS	906	1,274	2,180	1,421	1,089	2,510	27,650

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 "E", then the consultant recommends improvements.

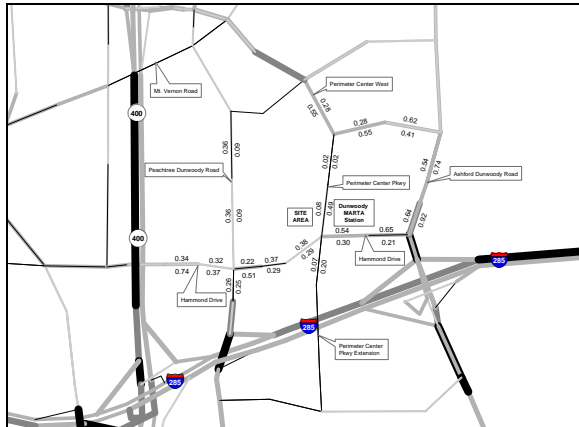
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

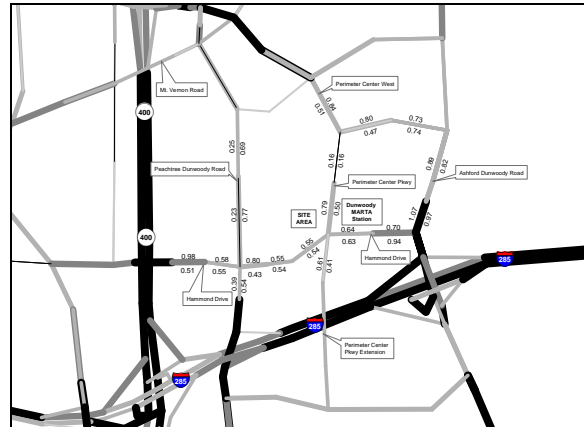
type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 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 graphics. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

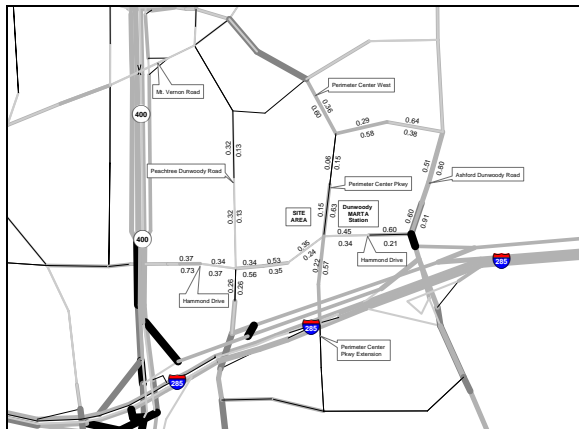
V/C Ratios



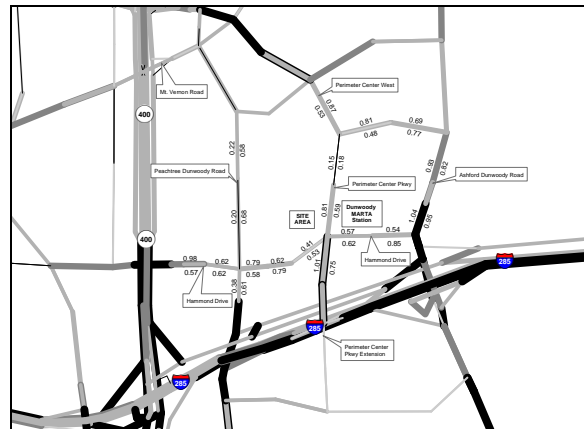
2010 AM Peak



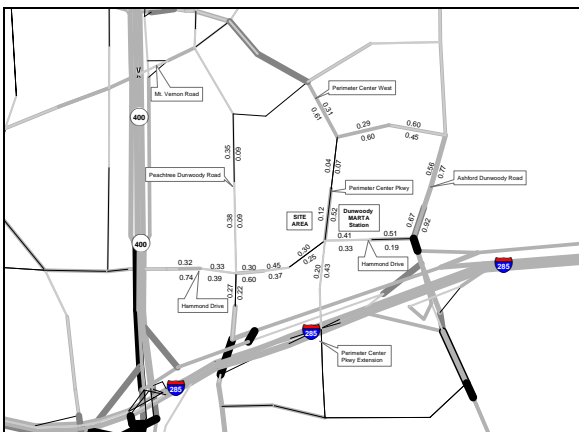
2010 PM Peak



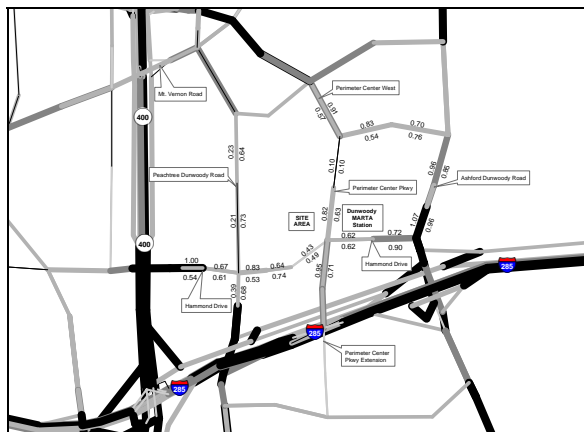
2015 AM Peak



2015 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 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses,

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-217	Hammond Drive from Fulton County line to Ashford Dunwoody Road – Design phase will include access management plan	General Purpose Roadway Capacity	2011
DK-307	Perimeter Center Parkway at Perimeter Mall Entrance	Roadway Operational Upgrades	2008
DK-308	Perimeter Center West at Perimeter Center Parkway	Roadway Operational Upgrades	2006
DK-311	Perimeter Center West at Meadow Lane/Crown Pointe Parkway	Roadway Operational Upgrades	2006
DK-315	Hammond Drive at Perimeter Mall Entrance	Roadway Operational Upgrades	2007
DK-316	Perimeter Center Parkway Pedestrian Improvements from Hammond Drive to Perimeter Center West	Pedestrian Facility	2009
DK-323	Perimeter Center West Pedestrian Improvements from Mount Vernon Highway to Ashford Dunwoody Road	Pedestrian Facility	2007
FN-200	Perimeter Center Area (Fulton County) Fiber Optic Signal Interconnection Along Several Corridors	ITS - Other	2008
FN-AR-144	Peachtree Dunwoody Road Pedestrian Improvements (North) from I-285 to Abernathy Road	Pedestrian Facility	2009
FN-AR-206	Peachtree Dunwoody Pedestrian Improvements (South) from I-285 to Glenridge Connector	Pedestrian Facility	2009
FN-AR-BP083	Hammond Drive from SR 400 to DeKalb County Line	Pedestrian Facility	2009

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-900A	I-285 North Bus Rapid Transit (BRT) from Cumberland/Galleria Area in Cobb County to Perimeter Center in DeKalb County [FHWA and Bond Funds – See also AR-900B for FTA Funds]	Fixed Guideway Transit Capital	2012
AR-900B	I-285 North Bus Rapid Transit (BRT) from Cumberland/Galleria Area in Cobb County to Perimeter Center in DeKalb County [FTA Funds – See also AR-900A for FHWA and Bond Funds]	Fixed Guideway Transit Capital	2012
AR-901A	I-285 North Bus Rapid Transit (BRT) from Perimeter Center area to Doraville MARTA Station [Split Funded – See also AR-901B]	Fixed Guideway Transit Capital	2020
AR-901B	I-285 North Bus Rapid Transit (BRT) from Perimeter Center area to Doraville MARTA Station [Split Funded – See also AR-901B]	Fixed Guideway Transit Capital	2020

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for High Street.

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 @ Hammond Drive

- Install a westbound right-turn lane along Hammond Drive. (Improvement identified in DRI #740 - Corporate Campus Expansion, DRI #883 - Concourse III, Concourse IV, and Concourse VIII, and DRI #1152 - 5901-5909 Peachtree-Dunwoody Road traffic studies.)
- Install a northbound right-turn lane along Peachtree-Dunwoody Road. (Improvement identified in DRI #740 - Corporate Campus Expansion, DRI #883 - Concourse III, Concourse IV, and Concourse VIII, and DRI #1152 - 5901-5909 Peachtree-Dunwoody Road traffic studies.)
- Install an additional northbound left-turn lane (creating dual left-turn lanes) along Peachtree-Dunwoody Road and provide a protected-only northbound left-turn signal phase (green arrow). (Improvements identified in DRI #1152 - 5901-5909 Peachtree-Dunwoody Road traffic study.)

According to the findings, there will be no capacity deficiencies as a result of future year **total** traffic. Therefore, the transportation consultant has made no further recommendations for improvements to be carried out to upgrade the existing level of service.

Peachtree-Dunwoody Road @ Hammond Drive

- Install an additional eastbound left-turn lane (creating dual-left turn lanes) along Hammond Drive and provide a protected-only eastbound left-turn signal phase (green arrow).

Perimeter Center Parkway @ Perimeter Center West

- Restripe the intersection to provide dual northbound left-turn lanes along Perimeter Center Parkway and one shared thorough/right-turn lane along Perimeter Center West. Install protected-only northbound left-turn signal phase (green arrow).

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 site area is serviced by a number of different transit options. The Dunwoody MARTA Rail Station is located across the street from the proposed development on Perimeter Center Parkway. There are five MARTA local routes that operate from the Dunwoody rail station. They are route 5 (Dunwoody MARTA Rail Station to Lindbergh MARTA Rail Station), route 70 (Dunwoody MARTA Rail Station to Brookhaven MARTA Rail Station), route 87 (Dunwoody MARTA Rail Station to North Springs MARTA Rail Station), route 150 (Dunwoody MARTA Rail Station to Chamblee Dunwoody Road), and route 305 (Dunwoody MARTA Rail Station to Abernathy Road and Glenridge Drive).

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

In addition, Cobb Community Transit (CCT) offers route 65 from the Marietta Transfer Center to the Dunwoody MARTA Rail Station. There is one GRTA Xpress bus route that offers service to the site area. Route 428 operates from the Panola Road park and ride lot to the Dunwoody MARTA Rail Station.

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

The Perimeter Transportation Coalition is the designated Transportation Management Association (TMA) in the proposed site area. It has been stated in the traffic study that the developer intends to work with all necessary parties to encourage public transportation, bicycle and pedestrian traffic, and any other means to mitigate automotive traffic. Additionally, various companies in the area operate shuttles to their properties from the Dunwoody MARTA Station and Perimeter Mall.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Where Office is dominant, 10% Residential and 10% Retail	9%	9%
w/in 1/2 mile of MARTA Rail Station	5%	5%
TMA and Parking Management/supply restrictions Program	5%	5%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total Calculated ARC Air Quality Credits (15 % reduction required)		29%

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

The proposed High Street's access to I-285, GA 400 and various transit options has the potential to attract a high number of trips. Many will also be attracted to the proposed development with its proximity to Perimeter Mall. However, proximity to I-285 and GA 400 can also create more demand and therefore further elevate congestion. Roadway networks surrounding the High Street development suffer from serious congestion on a daily basis. It is recommended that the developer work with the Perimeter Transportation Coalition in promoting the use of alternative modes of transportation. In addition, it is essential that traffic flow is efficient and recommendations are implemented to help mitigate existing congestion issues.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.14 MGD based on information submitted for the review.



Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

Which facility will treat wastewater from the project?

R.M Clayton 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 Site 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 the City of Atlanta wastewater system by 2007 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 0.16 MGD based on information submitted for the review.

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.

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 1,575 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

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.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 3,000 new residential units.

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

Preliminary Report:	July 19, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	High Street #1423
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

Yes, once developed, this project will provide housing opportunities for existing employment centers as well as providing opportunities for individuals to live and work within close proximity to one another.

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

The site proposed for the development is located in Census Tract 212.07. This tract had a 14.8 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 28 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a variety of multi-family 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.



PERIMETER COMMUNITY IMPROVEMENT DISTRICTS

August 22, 2007

Ms. Haley Fleming, Principal Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

RE: DRI# 1432 High Street Meeting between GID and Perimeter CIDs

Dear Haley:

Representatives from the Perimeter Community Improvement Districts and GID met today, August 21, 2007. GID and the PCIDs held a productive discussion as it relates to the suggestions made by the PCIDs in an August 16, 2007 letter to ARC.

GID explained the nature of the development blocks and how there will be intended street level retail on the corners of the intersections along Perimeter Center Parkway which provide ingress and egress into the development. The corner of Perimeter Center Parkway and Hammond Drive extending onto Hammond Drive westbound has been conceived with the same intent. These are indicated on GID's site plan as hash marks when reviewing. This accommodates what the original Perimeter LCI plan envisioned as ground level street activation.

GID and the PCIDs agreed to take a collaborative approach at a time when architectural design work begins to address the architectural façade of the parking decks, most specifically the largest deck located around the corner of Perimeter Center Parkway and Hammond Drive. The end result to be a look and feel that promotes esthetically pleasing characteristics consistent with the Perimeter Area.

Please let these comments serve as the PCIDs/GID resolution for an "alternative solution" as stated in the draft Notice of Decision page three under Development Intensity and Use dated August 20, 2007.

I hope these comments prove useful in continuing the dialogue that ensures high-quality development within Perimeter. High Street will clearly be a very important addition to the Perimeter Community Improvement Districts and is consistent with the types of developments that the Perimeter Area encourages. Please let me know if I can provide any additional assistance.

Best Regards,

Ted Turner
Chief Operating Officer
Perimeter CIDs

DILLARD & GALLOWAY, LLC

ATTORNEYS AT LAW

3500 LENOX ROAD, N.E.
SUITE 760
ATLANTA, GEORGIA
30326

WILLIAM WOODSON GALLOWAY

DIRECT DIAL NUMBER
(404) 965-3681

WOODYG@DANDGLAW.COM

TELEPHONE
(404) 965-3680
FACSIMILE
(404) 965-3670

AUGUST 22, 2007

Via E-Mail and U.S. Mail

Ms. Haley Fleming, AICP
Principal Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Re: GID Urban Development II LLC; Property located at Hammond Drive and Perimeter Center Parkway in DeKalb County, Georgia;
Application Nos. Z-13537 and SLUP-13538


Dear Haley:

On August 21, 2007, representatives of GID and the Perimeter Community Improvement Districts (PCID) met to discuss PCID's comments in their letter to you dated August 16, 2007. In particular, we discussed GID's overall Site Plan and the architectural and pedestrian orientation to Hammond Drive and Perimeter Center Parkway. The discussion was very productive and, I believe, addressed PCID's concerns. GID and PCID agreed to continue to collaborate on these issues as the development proceeds. At the conclusion of the meeting, it became obvious that GID's intent and the PCID's vision as documented in the LCI study are consistent with one another.

I understand that PCID will forward a letter to you with their comments on the meeting. I hope their letter addresses any issues or concerns that you may have had prior to our discussions. Please give me a call should you have any questions or need anything further in this regard.

Sincerely,

DILLARD & GALLOWAY, LLC



William Woodson Galloway

WWG/dsh

cc: Ms. Laura Beall (*Via E-Mail*)
Mr. Ted Turner (*Via E-Mail*)
Mr. Tony Peters (*Via E-Mail*)
Ms. Carly Smith (*Via E-Mail*)
Mr. Jeff Harris (*Via E-Mail*)
Mr. Jim Linsley (*Via E-Mail*)
Mr. John Darrah (*Via E-Mail*)
Laurel A. David, Esq. (*Via E-Mail*)



PERIMETER COMMUNITY IMPROVEMENT DISTRICTS

August 16, 2007

M. Haley Fleming, Principal Planner
40 Courtland Street, NE
Atlanta, GA 30303

RE: Report and Recommendations- DRI# 1432 High Street

Dear Haley:

Following up on our recent conversations concerning the High Street DRI, I wanted to offer the following comments on the current proposed development plans. Of course, ultimately the respective regional jurisdictions, including ARC, GRTA and DeKalb County, will have final approval of proposed plans.

Overall, it is extremely exciting that GID has embraced the notion of an urban, pedestrian-oriented mixed use development on this critical piece of property next to the Dunwoody MARTA Station and along our new signature street, Perimeter Center Parkway. The density, particularly the addition of several thousand residents over time, will be a great step towards the continued evolution of Perimeter Center as one of the Southeast's most desirable regional markets. We applaud the emphasis on streetscapes, on-street parking, the creation of new parks, the street connections to the west and east and the focus on signature architecture.

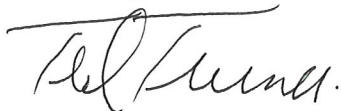
However, there are a few details of the current plans that we feel could be improved by following recommendations in the Perimeter Center Livable Centers Initiative (LCI) (2001) and the Perimeter Center LCI Update (2005.) As you know, the overall goals of these adopted plans focus attention and emphasis on the key underutilized area along Perimeter Center Parkway. This newly reconstructed street is envisioned as the multi-modal pedestrian backbone of movement throughout the market area from north to south. As evidence of its importance, the PCIDs and their partners are presently investing several million dollars in the new Perimeter Center Parkway Bridge and Perimeter Center Parkway Streetscape & Intersections. These investments will help transform the former auto-oriented street into a first-class mixed use address, complete with transit access. This will only be achieved with a pedestrian-oriented building edge along the street's edges, including the High Street property. The current plans for High Street treat this important edge as the "backside" of the development. While we understand the importance placed on the interior "main street" (Street 1), it would be a great loss if the entire western edge of this important street consisted of parking decks at the ground level. We would make the following suggestions:

- 1) Development blocks with frontage on Perimeter Center Parkway be reconceived with every effort towards ground level street activation. While this ideally would include some retail services, at a minimum it should include occupied residential development. As mentioned, the groundwork for the pedestrian nature of this frontage is already being installed by PCIDs through a new median, wide sidewalks, lighting, landscaping and intersections;

- 2) Development along Hammond Drive should follow the standards established in the adopted Perimeter Public Space Design Guidelines; classified as a "Boulevard".
- 3) If all new internal streets are to be classified as "public" and maintained by Dekalb County they should follow the standards established in the adopted Perimeter Center Public Space Design Guidelines. Street 1, 4, 7 and 9 would appear to be classified as "Avenues" and Streets 2, 3, 5, 6, 8 and 10 would appear to be classified as "Streets;"

I hope these comments prove useful in continuing the dialogue that ensures high-quality development within Perimeter. High Street will clearly be a very important addition to the Perimeter Community Improvement Districts. Please let me know if I can provide any additional assistance.

Best Regards,

A handwritten signature in black ink, appearing to read "Ted Turner", with a stylized flourish above the name.

Ted Turner
Chief Operating Officer
Perimeter CIDs

August 6, 2007

Mr. Jared Lombard, Planner
Atlanta Regional Commission (ARC)
40 Courtland Street, N.E.
Atlanta, GA 30303

**RE: Development of Regional Impact (DRI) # 1432
High Street Development**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1432 – High Street Development – located in DeKalb County.

This is a major development across from MARTA's Dunwoody Rail Station on Perimeter Center Parkway. In addition to MARTA service there are other transit options available at this location, including Cobb Community Transit and the Georgia Regional Transportation Authority (GRTA) services, that we believe will further enhance the mobility options for this development. There is potential for increased patronage of MARTA services at this location as a result of this development and we hope the development team will take full advantage of it by emphasizing pedestrian and transit friendly concepts.

Thank you for the opportunity to review the proposal and do contact me if you have any questions.

Sincerely,



Henry Ikwut-Ukwa
Transit System Planning

cc: Haley Fleming, Senior Planner

Haley Fleming

From: Lobdell, Mike [Mike.Lobdell@dot.state.ga.us]
Sent: Monday, August 06, 2007 9:26 AM
To: Haley Fleming
Subject: FW: DRI Review Notification #1432 High Street
Attachments: High Street DRI 1432 Review.doc

I was out of town last week.

[Mike Lobdell, P.E.](#)
[\(770\) 986-1257](#)

From: Joe & Rhonda Palladi [mailto:rspjpp@bellsouth.net]
Sent: Monday, July 30, 2007 10:06 AM
To: Lobdell, Mike
Subject: RE: DRI Review Notification #1432 High Street

I have reviewed the traffic report and my comments are attached. They are due by August 2nd

-----Original Message-----

From: Lobdell, Mike [mailto:Mike.Lobdell@dot.state.ga.us]
Sent: Friday, July 20, 2007 3:59 PM
To: Joe & Rhonda Palladi
Subject: FW: DRI Review Notification #1432 High Street

[Mike Lobdell, P.E.](#)
[\(770\) 986-1257](#)

From: Jared Lombard [mailto:JLombard@atlantaregional.com]
Sent: Thursday, July 19, 2007 4:40 PM
To: Jared Lombard; sdorfman@dca.state.ga.us; carol_couch@mail.dnr.state.ga.us; VanDyke, Cindy; Linnenkohl, Harold (Commissioner); Alexander, Angela; Ibeall@grta.org; Wilson, Hal; Yost, Steve; Lobdell, Mike; wstinson@itsmarta.com; morgan.ellington@co.fulton.ga.us; wilford.white@co.fulton.ga.us; john.walker@kimley-horn.com; andrew.antweiler@kimley-horn.org; brad.waldschmidt@kimley-horn.com; mark.kilby@kimley-horn.com; lawson.fanney@kimley-horn.com; csmith@perimetercid.org; woodyg@dandglaw.com; comcsands@hgor.com; bhughes@hgor.com; Rick_Williamson@fc.Dekalb.k12.ga.us
Cc: Dan Reuter; Brad Calvert; Jim Skinner; Jim Santo; Haley Fleming; Holly Vine
Subject: RE: DRI Review Notification #1432 High Street

Development of Regional Impact Request for Comments

This E-Mail serves as notice that the ARC staff has begun the review for DRI #1432 High Street.

High Street, DeKalb County: The proposed High Street mixed-use development is located on 34.84 acres in DeKalb County. The proposed development plans will include 1,500 apartment units, 1,500 condominium units, 325,000 square feet of retail space, a 400-room hotel, and

The transportation analysis for the High Street DRI #1432 has been reviewed and our comments are:

1. The proposed development consists of 1,500 residential high rise condominiums, 1,500 high rise apartment units, 400 hotel rooms, 325,000 square feet of retail space, 75,000 square feet of restaurant space and 138,556 of additional office space. The site, which is located in the NW quadrant of Perimeter Center Parkway (PCP) and Hammond Drive, is 34.84 ac and will retain the north office building (325,000 sq. ft.) while removing two other existing office buildings.
2. This site was previously reviewed under DRI 285- Perimeter Town Center and DRI 366-211 Perimeter Center Parkway and these were approved by GRTA in 2002 and 2003.
3. The full build out year is 2017. This redevelopment adds 42,717 gross daily trips to the area. (Table 2) and 27,650 trips after adjustment for mode and internal capture (Table 3).
4. The traffic study included 3 other DRI's in this area for the 2017 No Build analysis and the 2017 Build analysis. It is unclear in the report if any of the 2017 No Build improvements identified were the result of the other DRI's already approved in this area.
5. The proposed No Build improvements include left turn lanes (NB and EB) and right turn lanes (WB and NB) additions for Peachtree Dunwoody Road (PDR) at Hammond Drive. The WB right turn lane at PDR/Hammond is suggested to become the 3rd WB thru lane at this intersection as defined by a project to widen Hammond Drive from 2 lanes to 3 lanes in each direction. Also turn lanes are suggested under the build option for EB Hammond Drive at the main site driveway (new) to be shared with DRI 740 (Corporate Campus Expansion). What happens to the need for the exclusive WB right turn lane on Hammond at PDR when Hammond is widened to 3 lanes in each direction? Any new construction on Hammond Drive and PDR should include raised medians to reduce mid block conflicts.
6. "The development proposes a grid network of streets with short block lengths to maximize connectivity". The main spine road runs north/south but contains jogs in its alignment as well as the side streets which make the grid non-continuous. Efficient movement of patrons may not occur within the development due to this configuration.
7. The Street 2/Street 1 intersection is very close to a proposed right in/out driveway on Hammond Drive and its orientation may cause traffic backups back to Hammond. Street 2 is also shown as the main full access entrance from Hammond Drive; please rename one or the other. (Fig 3)
8. Street 2 has two alternate accesses from/to adjacent property to the west as does Street 5 and Street 8. What accesses do these proposed connections supply? (Fig 3) How were interparcel flows considered in the analysis?
9. Street 3 appears to be a service drive and its Right in/out intersection is very close (approx 150 ft) to the Hammond Drive/ Perimeter Center Parkway

intersection. The right out movement from this driveway should be restricted to only the right turn lane on SB PCP. (Fig 3)

10. Presently the SB approach to Hammond Drive at PCP has 2 right turn lanes; the proposed plan only has one right turn lane. While PCP extension over I 285 is under construction, and additional traffic is expected to utilize the I-285 crossing, will the single right turn lane be adequate or are dual right turn lanes still needed?
11. No mention is made of the new interchange at SR 400 and Hammond Drive (half diamond to the north) contained in the SR400 Collector Distributor/ Abernathy Road Interchange project (Section 3.6-page 7 or on page 14). The CID has requested that this interchange be accelerated and broken free of the larger project. How does this affect trip path, directional delivery and associated volumes on the roadways adjacent and affected by this development?
12. As noted above PCP is being extended across I 285 to Lake Hearn Drive. Lake Hearn runs east-west and dead ends at Ashford Dunwoody Road (ADR) and Peachtree Dunwoody Road adjacent to the ADR and PDR interchanges. How does traffic accessing the site affect these already clogged ramp accesses? What effect will the new accesses have on traffic distribution?
13. A traffic growth rate of 1 % was assumed for the background traffic. All other DRI's in the area utilize a 2 % annual growth. Why was 1% chosen (beyond GRTA staff recommendation)? With the continuous redevelopment in the area and the increase in densities, a larger growth rate should be assumed (2%).
14. Some of the needed improvements for the No Build alternatives may be the result of the collective impact of multiple DRI's in this area (an additional DRI -The Terraces has been added just northeast from this one beyond this analysis). How did the analysis provided ensure that the collective impact of the DRI's is identified separately from just the growth in background traffic?
15. On page 9, Table 4, the LOS/Delay for the intersection of ADR and Hammond Drive is shown as F/138.7 seconds of delay for the base no build year 2007 in the PM peak. On page 10, Table 5 the LOS/Delay for 2017 No Build is shown as D/44.1 sec. in the PM. On page 12, table 7, the PM LOS/Delay is E/55.7 sec. of delay for the 2017 Build analysis. It is noted in the text that the LOS improvement, even with more trips, is due to a signal timing adjustment for the ADR/ Hammond signal. Since the network used in the overall analysis is not described, how does your retiming of this one signal affect all of ADR, and, more particularly, the interchange operations at ADR and I 285?

Please respond to our comments/questions so additional review can be concluded.



Kimley-Horn
and Associates, Inc.

August 8, 2007

n
Suite 600
3169 Holcomb Bridge Road
Norcross, Georgia
30071

Ms. Laura Beall
Georgia Regional Transportation Authority
245 Peachtree Center Avenue, NE
Suite 900
Atlanta, GA 30303

Re: High Street DRI #1432
Response to GDOT comments

Dear Ms. Beall:

Kimley-Horn and Associates, Inc. is pleased to provide this response to comments received from GDOT District 7.

1. The proposed development consists of 1,500 residential high rise condominiums, 1,500 high rise apartment units, 400 hotel rooms, 325,000 square feet of retail space, 75,000 square feet of restaurant space and 138,556 of additional office space. The site, which is located in the NW quadrant of Perimeter Center Parkway (PCP) and Hammond Drive, is 34.84 ac and will retain the north office building (325,000 sq. ft.) while removing two other existing office buildings.
2. This site was previously reviewed under DRI 285- Perimeter Town Center and DRI 366-211 Perimeter Center Parkway and these were approved by GRTA in 2002 and 2003.
3. The full build out year is 2017. This redevelopment adds 42,717 gross daily trips to the area. (Table 2) and 27,650 trips after adjustment for mode and internal capture (Table 3).
4. The traffic study included 3 other DRI's in this area for the 2017 No Build analysis and the 2017 Build analysis. It is unclear in the report if any of the 2017 No Build improvements identified were the result of the other DRI's already approved in this area.

Response: The No-Build improvements were the result of background traffic growth and project traffic from three other DRIs. Page iii of the report summarized the three No-Build improvements at the intersection of Peachtree-Dunwoody Road at Hammond Drive and listed the other DRI's that also recommended the indicated improvements.

5. The proposed No Build improvements include left turn lanes (NB and EB) and right turn lanes (WB and NB) additions for Peachtree Dunwoody Road (PDR) at Hammond Drive. The WB right turn lane at PDR/Hammond is suggested to become the 3rd WB thru lane at this intersection as defined by a project to widen Hammond Drive from 2 lanes to 3 lanes in each direction. Also turn lanes are suggested under the build option for EB Hammond Drive at the main site driveway (new) to be shared with DRI 740 (Corporate Campus Expansion). What happens to the need for the exclusive WB right turn lane on Hammond at PDR when Hammond is widened to 3 lanes in each direction?



Any new construction on Hammond Drive and PDR should include raised medians to reduce mid block conflicts.

Response: Reviewing the future 2017 Build traffic volumes in Figure 11B, a WB shared through/right-turn lane is expected to serve the demand at the intersection of Peachtree Dunwoody Road at Hammond Drive.

6. "The development proposes a grid network of streets with short block lengths to maximize connectivity". The main spine road runs north/south but contains jogs in its alignment as well as the side streets which make the grid non- continuous. Efficient movement of patrons may not occur within the development due to this configuration.
7. The Street 2/Street 1 intersection is very close to a proposed right in/out driveway on Hammond Drive and its orientation may cause traffic backups back to Hammond. Street 2 is also shown as the main full access entrance from Hammond Drive; please rename one or the other. (Fig 3)

Response: Figure 13 indicates at the intersection of Street 1 & 2 a dedicated northbound left-turn lane and free-flow northbound traffic control to limit the possibility of right-turning entering vehicles backing up to Hammond Drive.

8. Street 2 has two alternate accesses from/to adjacent property to the west as does Street 5 and Street 8. What accesses do these proposed connections supply? (Fig 3) How were interparcel flows considered in the analysis?

Response: These are interparcel access locations. Project trips from the Corporate Campus Expansion DRI #740 were included in the DRI#1432 analysis along Street 2. The adjacent properties to Street 5 and 8 do not have development plans. Street 5 and 8 were not analyzed.

9. Street 3 appears to be a service drive and its Right in/out intersection is very close (approx 150 ft) to the Hammond Drive/ Perimeter Center Parkway intersection. The right out movement from this driveway should be restricted to only the right turn lane on SB PCP. (Fig 3)

Response: The service driveway is expected to be utilized during off-peak hours and is the only way service vehicles can exit.

10. Presently the SB approach to Hammond Drive at PCP has 2 right turn lanes; the proposed plan only has one right turn lane. While PCP extension over I 285 is under construction, and additional traffic is expected to utilize the I-285 crossing, will the single right turn lane be adequate or are dual right turn lanes still needed?

Response: The existing peak hour traffic volumes shown on Figure 7A and the Build peak hour traffic volumes on Figure 11A indicate one southbound right-turn lane is adequate. The Perimeter Center Parkway construction includes the right-turn lane modification

11. No mention is made of the new interchange at SR 400 and Hammond Drive (half diamond to the north) contained in the SR400 Collector Distributor/ Abernathy Road Interchange project (Section 3.6-page 7 or on page 14). The CID has requested that this interchange be accelerated and broken free of the larger project. How does this affect trip path, directional delivery and associated volumes on the roadways adjacent and affected by this development?

Response: Per GRTA guidelines, the future new interchange was not included in the traffic analysis. Once the interchange is open, some project trips will be oriented towards the interchange.

12. As noted above PCP is being extended across I 285 to Lake Hearn Drive. Lake Hearn runs east-west and dead ends at Ashford Dunwoody Road (ADR) and Peachtree Dunwoody Road adjacent to the ADR and PDR interchanges. How does traffic accessing the site affect these already clogged ramp accesses? What effect will the new accesses have on traffic distribution?



Response: The DRI traffic study was not required to study the interchanges. The Perimeter Center Parkway Extension is expected to provide relief for north-south traffic in the immediate area.

13. A traffic growth rate of 1 % was assumed for the background traffic. All other DRI's in the area utilize a 2 % annual growth. Why was 1% chosen (beyond GRTA staff recommendation)? With the continuous redevelopment in the area and the increase in densities, a larger growth rate should be assumed (2%).

Response: Pre GRTA requirements, a 1% annual growth rate plus previously approved DRI project trips were included in the traffic studies for DRI #740, #883, and #1152. DRI #285 used a 2% growth rate and DRI #366 used a 1% growth rate. A 1% annual growth rate was also utilized considering a 10-year build-out for DRI #1432.

14. Some of the needed improvements for the No Build alternatives may be the result of the collective impact of multiple DRI's in this area (an additional DRI -The Terraces has been added just northeast from this one beyond this analysis). How did the analysis provided ensure that the collective impact of the DRI's is identified separately from just the growth in background traffic?

Response: The GRTA guidelines do not require separate identification of impacts for the No-Build analysis. The other DRI traffic reports indicate their respective improvement needs.

15. On page 9, Table 4, the LOS/Delay for the intersection of ADR and Hammond Drive is shown as F/138.7 seconds of delay for the base no build year 2007 in the PM peak. On page 10, Table 5 the LOS/Delay for 2017 No Build is shown as D/44.1 sec. in the PM. On page 12, table 7, the PM LOS/Delay is E/55.7 sec. of delay for the 2017 Build analysis. It is noted in the text that the LOS improvement, even with more trips, is due to a signal timing adjustment for the ADR/ Hammond signal. Since the network used in the overall analysis is not described, how does your retiming of this one signal affect all of ADR, and, more particularly, the interchange operations at ADR and I 285?

Response: The change in Delay and LOS for the Ashford Dunwoody Road at Hammond Drive traffic signal is due to improving the splits from the existing conditions. The existing splits are not distributed in the most effective manner. Kimley-Horn is currently under contract to retime the traffic signals along the Ashford Dunwoody corridor (14 intersections from Ashford Center Parkway to south of I-285). Additionally, the Perimeter Center Parkway Extension should provide some relief to the intersection. The interchanges on I-285 were not required to be studied.

Please contact us if you have any questions.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

John D. Walker, P.E., P.T.O.E.
Vice-President/Project Manager

Andrew J. Antweiler, P.E.
Transportation Engineer

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1432**

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: DeKalb County

Individual completing form: Karmen Swan White

Telephone: 404-371-2155

E-mail: kswwhite@co.dekalb.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: High Street

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Northwest corner of Hammond Drive and Perimeter Center Parkway

Brief Description of Project: Mixed use project consisting of 1,500 apartments, 1,500 condominiums, 400 hotel keys, a net increase of 138,556 SF of office space (an existing 261,444 SF office space that will be torn down to make room for a new 400,000 SF office space). 325,000 SF of retail space, and 75,000 SF of restaurant space. Note: 235,000 SF of existing office will remain.

Development Type:

☐ (not selected)

☐ Hotels

☐ Wastewater Treatment Facilities

☐ Office

☒ Mixed Use

☐ Petroleum Storage Facilities

☐ Commercial

☐ Airports

☐ Water Supply Intakes/Reservoirs

☐ Wholesale & Distribution

☐ Attractions & Recreational Facilities

☐ Intermodal Terminals

☐ Hospitals and Health Care Facilities

☐ Post-Secondary Schools

☐ Truck Stops

☐ Housing

☐ Waste Handling Facilities

☐ Any other development types

☐ Industrial☐ Quarries, Asphalt & Cement
Plants

If other development type, describe:

Project Size (# of units, floor
area, etc.):

see above

Developer:

GID Urban Development Group

Mailing Address:

125 High Street

Address 2:

High Street Tower, 27th Floor

City:Boston State: MA Zip:02110

Telephone:

617-854-6641

Email:

jdarrah@generalinvestment.com

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

If yes, property owner:

Is the proposed project
entirely located within your
local government's
jurisdiction?☐ (not selected) ☒ Yes ☐ NoIf no, in what additional
jurisdictions is the project
located?Is the current proposal a
continuation or expansion of
a previous DRI?☐ (not selected) ☐ Yes ☒ NoIf yes, provide the following
information:

Project Name:

Project ID:

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

- ☒ Rezoning
☐ Variance
☐ Sewer
☐ Water
☐ Permit
☐ Other

Is this project a phase or part
of a larger overall project?☐ (not selected) ☐ Yes ☒ NoIf yes, what percent of the
overall project does this
project/phase represent?Estimated Project
Completion Dates:This project/phase: 2017
Overall project: 2017[Back to Top](#)

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DRI #1432

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government:	DeKalb County
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
Email:	kswwhite@co.dekalb.ga.us

Project Information

Name of Proposed Project:	High Street
DRI ID Number:	1432
Developer/Applicant:	GID Urban Development Group
Telephone:	617-854-6641
Email(s):	jdarrah@generalinvestment.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
---	--

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
---	--

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	\$1,000,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$9,000,000,000
Is the regional work force	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No

sufficient to fill the demand created by the proposed project?	
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): Two office	
Water Supply	
Name of water supply provider for this site:	DeKalb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.16 MGD (new), 0.17 MGD (total)
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? 0.5 miles of upgrade from existing 6" - 8" to proposed 12" line.	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	RM Clayton WWTP
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.14 MGD (new), 0.15 MGD (total)
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	906 entering and 1,274 existing AM 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?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No

Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: Please see DRI transportation report.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	1,575 tons/yr (new), 2210 tons/yr (total)
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	75% impervious
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site will provide onsite water quality and detention ponds. Detailed hydrologic/hydraulic modeling of existing and proposed stormwater systems will be done to insure compliance with local, state, and federal regulations.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	
Back to Top	

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DEVELOPMENT TOTALS

Office- 400k sf (new office)
235k sf (existing office to remain)
261k sf of existing office to be demolished
resulting in a 139k sf net increase.

Retail- 400k sf

Hotel- 400 rms

Condo- 1,500 units - 1,805,000 sf

Apartment- 1,500 units - 1,550,000 sf

Site Boundary
Ex. Creek

Proposed Traffic
Signal with
DRI

Site Boundary

SITE DATA

Site Acreage- 34.84 AC

Density Totals-

Office- .26 FAR (new office)
.42 FAR (new & existing office to remain)

Retail- .26 FAR

Hotel- .32 FAR

FAR for all non residential - .99 FAR

Residential Density- 97units/acre

Note: All calculations based on gross land area.

PROPOSED DEVELOPMENT

Office/Hotel/Retail

Street Level Retail

Hotel/Office/Retail

Residential/Retail

Parking Deck

Public Open Space

Amenity Terrace

of Stories

Phase 1- preliminary boundary

*No Proposed Bike Lanes or Trails

PARKING TOTALS

OCR District Off Street Parking Requirements	Total Required	Provided by Plan	Total Provided
Office- 1 space per 250 square feet of floor area	1,600 spaces	3spaces per 1,000 sf of floor area	1,200 spaces
Retail- 4 spaces per 1,000 square feet of floor area	1,600 spaces	4 spaces per 1,000 sf of floor area	1,600 spaces
Multi- family- 1.75 spaces per unit	5,250 spaces	1.75 spaces per unit	5,250 spaces

HIGH STREET DRI # 1432

Block 2-
Condos- 360k sf
Rental- 135k sf
Retail- 25k sf

Parking- 760spaces-
(residential).
- 500spaces- (retail).

Proposed typical roadway cross section to be approximately 65' wide with 2 through lanes, parallel parking, and sidewalks.

Block 3-
Condos- 360k sf
Rental- 135k sf
Retail- 28k sf
Parking- 720spaces-
(residential)

Block 5-
Condo- 360k sf
Rental- 120k sf
Retail- 20k sf
Parking- 735spaces-
(residential)

Block 4-
150 rm hotel or
30k office
15k retail
Parked in block 3.

Block 6-
Rental- 75k sf
Retail- 25k sf
Proposed- 120spaces-
(residential)

Block 7-
Condo- 360k sf
Proposed- 540spaces-
(residential)

Block 8-
Rental- 200k sf
Retail- 25k sf
Proposed 910spaces-
(590sp retail).
(320sp residential).

Block 10-
Rental- 340k sf
Retail- 50k sf
Parking- 730spaces
(residential)

Block 11-
Rental- 100k sf rental
Retail- 35k sf
Parking- 135spaces-
(residential)

Block 12-
Rental- 180k sf
Retail- 25k sf
Parking- 280spaces-
(residential)

Block 13-
Rental- 240k sf
Proposed 385spaces-
(residential).

Block 9-
Office- 350k sf
Rental- 130k sf
Retail- 40k sf
Parking- 1,225spaces
(1025sp office)
(200sp residential)

Proposed roadway cross section to be approximately 76' wide with 2 through lanes, 1 turn lane, parallel parking, and sidewalks. (streets 4 and 7)

Owner-
GID Urban Development Group
GID Investment Advisers, LLC
125 High Street
High Street Tower, 27th Floor
Boston, MA 02110
Tel: 617-854-6641
Fax: 617-248-6979

Planner/ Landscape Architect-
HGOR
6 Executive Park Drive, Suite 300
Atlanta, GA 30329
Tel: 404-248-1960
Fax: 404-248-1092

Engineer-
Kimley-Horn and Associates, Inc.
3169 Holcomb Bridge Road
Suite 600
Norcross, GA 30071
678-502-1866
Fax: 770-825-0074

