



# REGIONAL REVIEW NOTIFICATION

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

**DATE:** Jul 19 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 received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

**Name of Proposal:** High Street

**Review Type:** Development of Regional Impact

**Description:** 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.

**Submitting Local Government:** DeKalb County

**Date Opened:** Jul 19 2007

**Deadline for Comments:** Aug 2 2007

**Earliest the Regional Review can be Completed:** Aug 20 2007

## THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

**Attached is information concerning this review.**

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by Aug 2 2007, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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## DEVELOPMENT OF REGIONAL IMPACT

### DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **High Street** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

***Please Return this form to:***

Haley Fleming, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-3311 Fax (404) 463-3254  
[hffleming@atlantaregional.com](mailto:hffleming@atlantaregional.com)

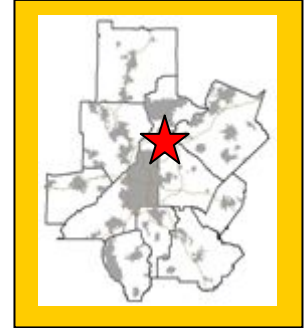
**Return Date: Aug 2 2007**

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

### **PRELIMINARY 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.**

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

**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.

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

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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	NORTHPARK TOWN CENTER
1987	POTOMAC HILLS - REVISED
1987	LAKESIDE COMMONS
1987	PALISADES PHASE FOUR
1987	SCOTTISH RITE HOSPITAL
1988	GLENLAKE OFFICE PARK
1988	1117 PERIMETER CENTER WEST - REVISED
1988	CENTRAL PARK - REVISED
1988	CRESTLINE (REVISED)
1988	HAMMOND VENTURE
1989	HAMMOND CENTER
1989	ROSWELL/285 MIXED USE
1989	PEACHTREE-DUNWOODY APARTMENTS
1990	CROWNE POINT
1990	COX BROADCASTING OFFICE PARK
1990	5825 GLENRIDGE DRIVE MIXED USE
1991	ASHFORD GREEN
1994	GLENRIDGE PERIMETER OFFICE DEVELOPMENT
1997	GOLD KIST
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	NORTHPARK 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
2006	PALISADES DEVELOPMENT

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**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?**

This site has been previously reviewed as two DRI projects: DRI #285 Perimeter Town Center in August of 2002, and DRI #366 in May of 2003. Both were determined to be in the Best Interest of the Region; and therefore, of the State. The project is being re-reviewed due to the changes in the mixture of uses.

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 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 the 'transit village' zone identifies the need for affordable/workforce housing. At this stage of the review no identifiable affordable/workforce housing has been identified.

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## **PRELIMINARY 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 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.**

To be 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.



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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?**

To be determined during the review.

## **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 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:

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### 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
<b>TOTAL</b>	<b>34.84</b>	<b>59.58</b>	<b>606.22</b>	<b>3762.72</b>	<b>34247.72</b>	<b>42.85</b>	<b>7.66</b>

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](http://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**

### **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 will be a proposed right-in/right-out driveway, there will be two existing full-movement signalized intersections and an existing full-movement driveway, and a proposed (relocated) full-movement signalized driveway.

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**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 7<sup>th</sup> 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 in crease 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
<b>TOTAL NEW TRIPS</b>	<b>906</b>	<b>1,274</b>	<b>2,180</b>	<b>1,421</b>	<b>1,089</b>	<b>2,510</b>	<b>27,650</b>

**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.

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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.

### V/C Ratios

*To be determined upon completion of review.*

**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

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#### 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

\*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, DRI #883, and DRI #1152 traffic study.)
- Install a northbound right-turn lane along Peachtree-Dunwoody Road. (Improvement identified in DRI #740, DRI #883, and DRI #1152 traffic study.)
- 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 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).

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

**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 Linbergh 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 & Glenridge Drive).

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.

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
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%
<b>Total Calculated ARC Air Quality Credits (15 % reduction required)</b>		<b>29%</b>

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

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

To be determined during the review.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

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

**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:

<b>PERMITTED CAPACITY MMF, MGD<sub>1</sub></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
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.*

*<sub>1</sub> 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:	July 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	High Street #1423
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## **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.

## **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?



Preliminary Report:	July 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	High Street #1423
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- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be 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?**

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.

# 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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# Developments of Regional Impact

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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	
<b>Water Supply</b>	
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.	
<b>Wastewater Disposal</b>	
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?	
<b>Land Transportation</b>	
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.	
<b>Solid Waste Disposal</b>	
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:	
<b>Stormwater Management</b>	
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.	
<b>Environmental Quality</b>	
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:	
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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

PROPOSED SITE PLAN  
DEKALB COUNTY, GEORGIA - July 18th, 2007

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

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

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

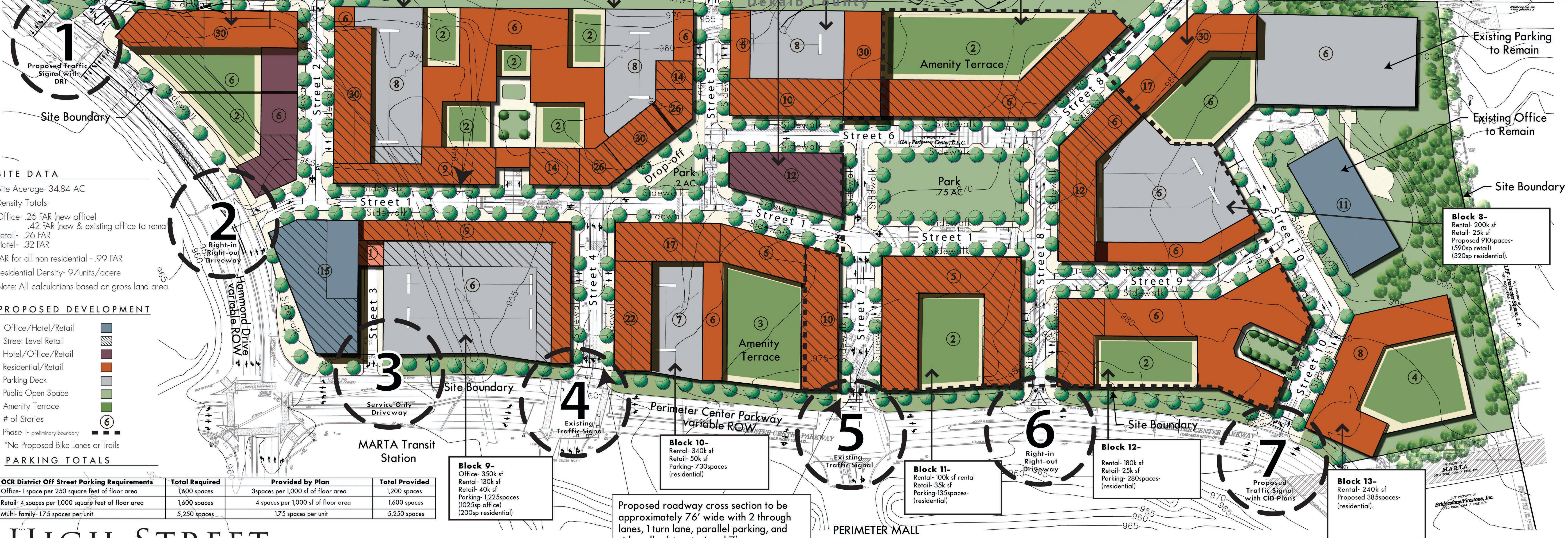
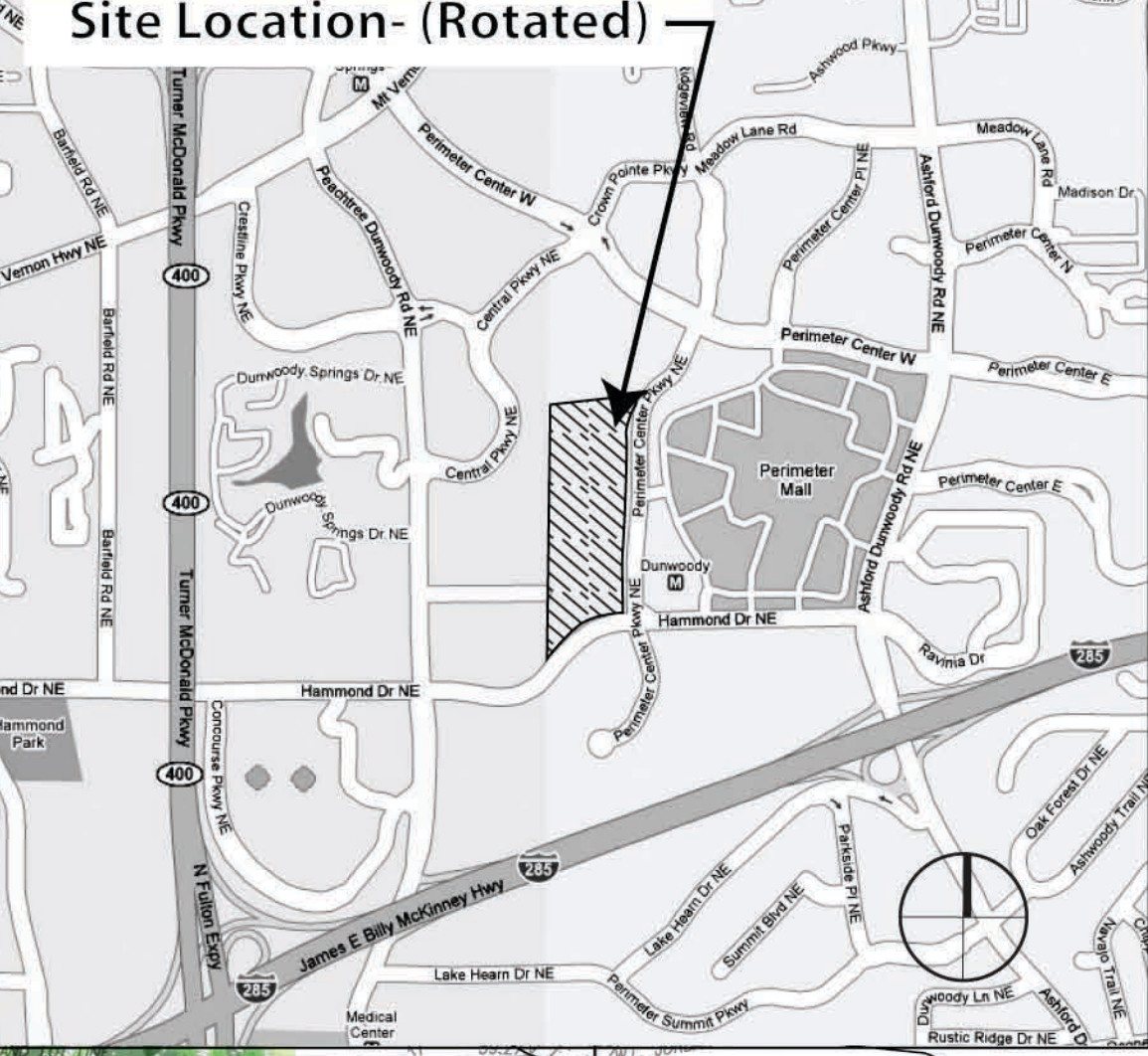
**Block 12-**  
Rental- 180k sf  
Retail- 25k sf  
Parking- 280spaces-  
(residential)

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

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



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