



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 31 2007

ARC REVIEW CODE: R708021

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: 245 Perimeter Center

Review Type: Development of Regional Impact

Date Opened: Aug 2 2007

Date Closed: Aug 31 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 mixture of uses that support the Regional Development Plan Policies.

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 LCI Study, adopted by both the CID and DeKalb County, identifies the area in which the site is located as susceptible to change. 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 a walkable urban core or village. The proposed development meets many of the goals set forth in LCI study; however, ARC staff raised several concerns about the pedestrian experience along Hammond Drive. There has been significant funding, over \$6 million through ARC transportation funding and GRTA bonds, provided to implement the LCI recommendations around the area immediately surrounding the Dunwoody MARTA 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. However, during the review it was determined that due to topography, future widening of Hammond Drive, and internal traffic operation, Street A may not be feasible. Based on ARC's staff review, Street A does not appear to be necessary given the above mentioned constraints and minimum number of parking spaces provided (34 spaces). The developer has committed to providing wide pedestrian crosswalks with unique pavers along Street A to ensure that the pedestrian is able to easily and safely access buildings entrances along Hammond Drive. However, ARC recommends the developer work with Perimeter CID and DeKalb County to determine whether Street A, as is proposed in the site plan, creates the desired pedestrian environment as intended in the LCI Study.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY
DEKALB COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
PERIMETER COMMUNITY IMPROVEMENT DISTRICT
METRO ATLANTA RAPID TRANSIT AUTHORITY

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

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.

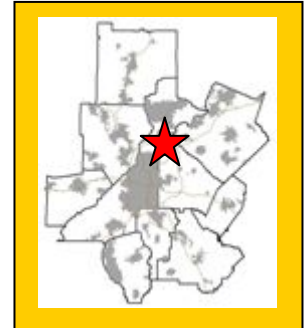
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	August 2, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	245 Perimeter Center #1520
Final Report Due:	September 1, 2007		Comments Due By:	August 16, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed 245 Perimeter Center is a mixed use development on 13.04 acres in DeKalb County. The proposed development will consist of 900 residential units, 350,000 square feet of office space, 30,000 square feet of retail space, 6,000 square feet of restaurant space, and a 150 room hotel. There is an existing 237,000 square foot office building currently on the site that will remain. Proposed access to the site is along Hammond Drive and Perimeter Center Parkway.



PROJECT PHASING:

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

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned Office/Institutional (O-I). The site does not need to be rezoned. The DRI trigger for the site is a special land use permit. Information submitted for the review states that the proposed development is consistent with DeKalb County's Future Development Map, which designates the site as Regional Center.

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

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

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

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

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

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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
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
2007	HIGH STREET

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, the existing 237,000 square feet of office will remain on the site.

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 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.

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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 LCI Study, adopted by both the CID and DeKalb County, identifies the area in which the site is located as susceptible to change. 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 a walkable urban core or village. The proposed development meets many of the goals set forth in LCI study; however, ARC staff raised several concerns about the pedestrian experience along Hammond Drive. There has been significant funding, over \$6 million through ARC transportation funding and GRTA bonds, provided to implement the LCI recommendations around the area immediately surrounding the Dunwoody MARTA 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. However, during the review it was determined that due to topography, future widening of Hammond Drive, and internal traffic operation, Street A may not be feasible. Based on ARC’s staff review, Street A does not appear to be necessary given the above mentioned constraints and minimum number of parking spaces provided (34 spaces). The developer has committed to providing wide pedestrian crosswalks with unique pavers along Street A to ensure that the pedestrian is able to easily and safely access buildings entrances along Hammond Drive. However, ARC recommends the developer work with Perimeter CID and DeKalb County to determine whether Street A, as is proposed in the site plan, creates the desired pedestrian environment as intended in the LCI Study. The developer has assured ARC staff that revisions to the site plan will be made with the goal of achieving a positive pedestrian environment that will ensure the success of the project.

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FINAL REPORT

Regional Development Plan Policies

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

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.



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

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

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

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

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

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

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

BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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

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

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

BEST HOUSING PRACTICES

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

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

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

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

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

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

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

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

LOCATION

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

The proposed development is located in DeKalb County along the west side of Perimeter Center Parkway and the south side of Hammond Drive.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within 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 \$400 million with an expected \$27million 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?

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.

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, a blue-line (perennial) stream runs along the western boundary of the project property, which is also shown on the site plan. No buffers are shown along the stream. The DeKalb County Stream Buffer ordinance requires a 75-foot buffer on both banks of designated streams. The project is proposed to be constructed on an existing parking lot and the proposed structures appear to be no closer to the stream than the existing development. If stream buffers are required for this project under the DeKalb ordinance, then they 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 property drains into the portion of the Chattahoochee that is classified as 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

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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, office/light industrial 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:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Office	13.04	16.82	223.38	1486.56	9232.32	19.30	2.48
TOTAL	13.04	16.82	223.38	1486.56	9232.32	19.30	2.48

Total % impervious 70%

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 one full movement signalized driveway along Hammond Drive, one right-in/right-out driveway along Perimeter Center Parkway along with another full movement unsignalized driveway. In addition, there will also be a service-only driveway which currently exists.

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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 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
Residential Condominiums <i>900 units</i>	55	235	290	199	122	321	3,617
Hotel <i>150 rooms</i>	41	27	68	47	42	89	969
Office <i>350,000 square feet</i>	450	61	511	80	391	471	3,500
Retail <i>33,000 square feet</i>	21	13	34	60	64	124	1,417
High-Turnover Restaurant <i>6,000 square feet</i>	36	33	69	40	26	66	763
<i>Mixed-Use Reduction (Residential)</i>	0	0	0	-13	-5	-18	-177
<i>Alternate Mode Reduction (Residential)</i>	-10	-26	-36	-23	-16	-39	-441
<i>Mixed-Use Reduction (Office)</i>	0	0	0	-2	-6	-8	-84
<i>Alternate Mode Reduction (Office)</i>	-45	-6	-51	-6	-8	-14	-342
<i>Mixed-Use Reduction (Retail & Restaurant)</i>	0	0	0	-6	-10	-16	-191
<i>Alternate Mode Reduction (Retail & Restaurant)</i>	-6	-5	-11	-9	-8	-17	-199
<i>Pass-By Trips</i>	0	0	0	-32	-31	-63	-712
TOTAL NEW TRIPS	542	332	874	333	530	863	8,120

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

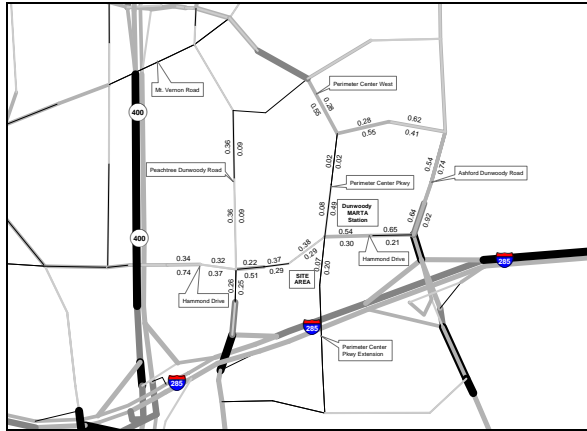
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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 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,

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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.

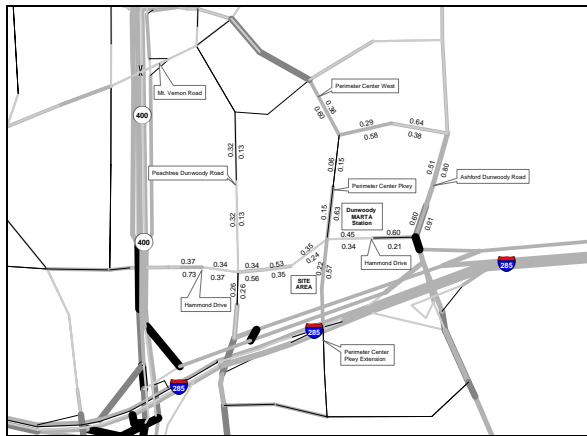
V/C Ratios



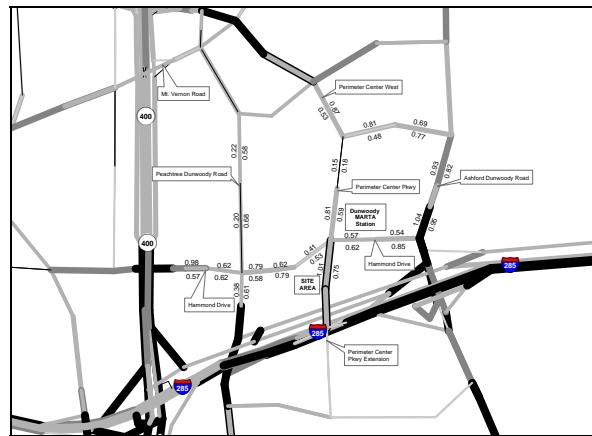
2010 AM Peak



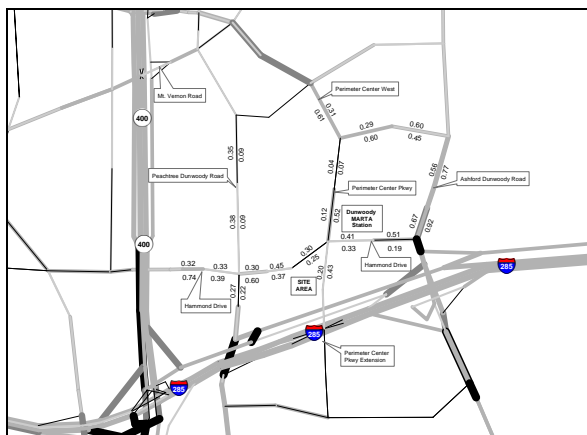
2010 PM Peak



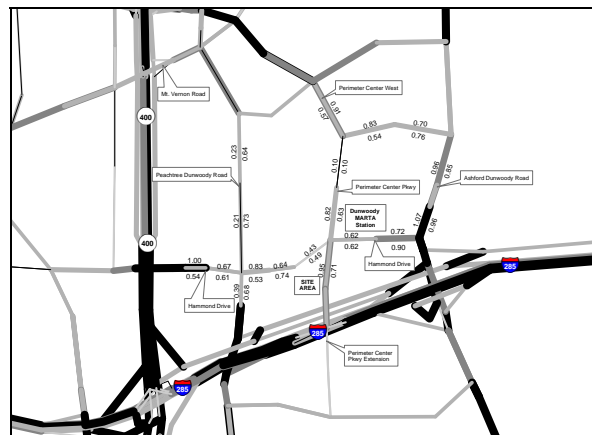
2015 AM Peak



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+

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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, 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

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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 245 Perimeter Center.

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 also identified in DRI #740 - Corporate Campus Expansion, DRI #883 - Concourse III, Concourse IV, and Concourse VIII, DRI #1152 - 5901-5909 Peachtree-Dunwoody Road, and DRI #1432 – High Street traffic studies.)
- Install a northbound right-turn lane along Peachtree-Dunwoody Road. (Improvement also identified in DRI #740, DRI #883, DRI #1152, and DRI #1432 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). (Improvement also identified in DRI #1152 and DRI #1432 traffic studies.)

Peachtree-Dunwoody Road @ Lake Hearn Drive

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

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

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). (Improvement also identified in DRI #1432 – High Street traffic study.)

Perimeter Center Parkway @ Perimeter Center West

- Restripe the intersection to provide dual northbound left-turn lanes and one shared thorough/right-turn lane along Perimeter Center West. (Improvement also identified in DRI #1432 – High Street traffic study.)

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?

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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).

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 during peak hours on weekdays.

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 Residential is dominant, 10% Retail or 10% Office	4%	4%
w/in 1/2 mile of MARTA Rail Station	5%	5%
TMA that includes shuttle service	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		25%

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

Since the proposed 245 Perimeter Center development is located across from the proposed High Street development on Hammond Drive, all transportation improvements recommended should be properly coordinated. Since both developments are close in proximity to I-285 and GA 400, roadway capacity demand can be high and therefore further elevate congestion. It is recommended that the developer work with the Perimeter Transportation Coalition in promoting the use of alternative modes of

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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 0.305 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:

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



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How much water will the proposed project demand?

Water demand also is estimated at 0.336 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 2,900 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.)?**

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None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 900 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.

LAW OFFICES
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Mark W. Forsling

E-Mail: mforsling@swflfp.com

August 30, 2007

Ms. Haley Fleming
Atlanta Regional Commission
40 Courtland Street, N. E.
Atlanta, Georgia 30303

*Via Facsimile (404) 463-3205
and First Class Mail*

Re: 245 Perimeter Center Parkway (DRI No. 1520; ARC Review Code
R708021)

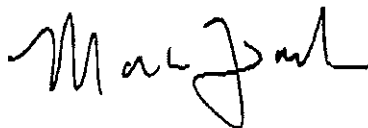
Dear Haley:

In response to your email to Matthew Smith at Novare Group on August 29, 2007, we have conferred with John Walker at Kimley-Horn & Associates and our project architects at Smallwood, Reynolds, Stewart, Stewart & Associates. Please be assured that with respect to this project Novare continues to be committed to providing a positive pedestrian environment along Perimeter Center Parkway and Hammond Drive and will continue to incorporate design elements into its site plan that contribute to an environment inviting to pedestrians.

Today GRTA issued its notice of decision regarding this DRI and approved the proposed plan of development subject to conditions. Novare has agreed to accept the conditions imposed by GRTA and is in the process of revising its site plan to comply with those conditions. All future site plans submitted to DeKalb County will meet all GRTA conditions and will remain sensitive to the ARC's concerns particularly as they relate to achieving a positive pedestrian environment.

With regard to your comments regarding street A as identified on the site plan, you are correct in noting that Novare believes that street A provides significant benefits to its overall development, including, without limitation, insuring the viability of the retail shops. Novare's consultants are working to revise the site plan to comply with GRTA's conditions. While we are hopeful that street A can be retained, the exact configuration and location of street A is under review.

Sincerely,



Mark W. Forsling
Attorney for Novare Perimeter, LLC



REGIONAL REVIEW NOTIFICATION

DATE: Aug 2 2007

ARC REVIEW CODE: R708021

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: 245 Perimeter Center

Review Type: Development of Regional Impact

Description: The proposed 245 Perimeter Center is a mixed use development on 13.04 acres in DeKalb County. The proposed development will consist of 900 residential units, 350,000 square feet of office space, 30,000 square feet of retail space, 6,000 square feet of restaurant space, and a 150 room hotel. There is an existing 237,000 square foot office building currently on the site that will remain. Proposed access to the site is along Hammond Drive and Perimeter Center Parkway.

Submitting Local Government: DeKalb County

Date Opened: Aug 2 2007

Deadline for Comments: Aug 16 2007

Earliest the Regional Review can be Completed: Sep 1 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
FULTON COUNTY
DEKALB COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
PERIMETER COMMUNITY IMPROVEMENT DISTRICT
METRO ATLANTA RAPID TRANSIT AUTHORITY

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

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 2007-08-16 00:00:00, 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>.



REGIONAL REVIEW NOTIFICATION



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: **245 Perimeter Center** See the Preliminary Report .

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

Please see letter dated August 24, 2007 for full comments.

Individual Completing form:

Will Stinson, TOD & Real Estate and Henry Ikwut-Ukwa, Transit System Planning

Local Government: MARTA

Department: PLANNING

Telephone: (404) 848-5828

Signature:
Date:

Will Stinson
08/27/07

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

Return Date: Aug 16 2007

August 24, 2007

Ms. Haley Fleming, Senior Planner
Atlanta Regional Commission (ARC)
40 Courtland Street, N.E.
Atlanta, GA 30303

**RE: Review of Development of Regional Impact (DRI) #1520
245 Perimeter Center – DeKalb County**

Dear Ms. Fleming:

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1520 – 245 Perimeter Center – located in DeKalb County.

The project is located across from MARTA's Dunwoody Rail Station on Perimeter Center Parkway. MARTA operates five additional bus routes out of the Dunwoody Rail Station which this development will benefit from. While the project will have a net positive impact on MARTA services by increasing activity around the station, it is important that an adequate pedestrian plan be a part of the concept. This will provide the shortest clear paths for pedestrians to safely walk from the MARTA rail station and bus drop off areas to the development.

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

Sincerely,



Henry Ikwut-Ukwa, Ph.D.
Office of Transit System Planning
Phone: 404-848-5828
Fax: 404-848-5132
Email: hikwut@itsmarta.com

Developments of Regional Impact

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DRI #1520

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

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: 245 Perimeter Center DRI

Location (Street Address, GPS Coordinates, or
Legal Land Lot Description): 245 Perimeter Center Pkwy., Atlanta, GA 30346

Brief Description of Project: Mixed-used development consisting of approximately: High rise (900 d.u.); Hotel (150 rooms); Office space (350,000 sf); Retail (33,000 sf); Restaurant (6,000 sf); The existing 240,000 sf office building 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 project description above		
Developer:	Matthew Smith with Novare		
Mailing Address:	817 West Peachtree, NW		
Address 2:	Suite 601		
	City:Atlanta State: GA Zip:30308		
Telephone:	404-961-7958		
Email:	msmith@novaregroup.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	No
If no, in what additional jurisdictions is the project located?			
Is the current proposal a continuation or expansion of a previous DRI?	(not selected)	Yes	No
If 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 Special Land Use Permit		
Is this project a phase or part of a larger overall project?	(not selected)	Yes	No
If yes, what percent of the overall project does this project/phase represent?			

Estimated Project Completion Dates:

This project/phase: 2011
Overall project: 2011

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Developments of Regional Impact

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DRI #1520

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
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
Email:	kswhite@co.dekalb.ga.us

Project Information

Name of Proposed Project:	245 Perimeter Center DRI
DRI ID Number:	1520
Developer/Applicant:	Matthew Smith with Novare
Telephone:	404-961-7958
Email(s):	msmith@novaregroup.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.)	(not selected)	Yes	No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	(not selected)	Yes	No

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

Economic Development

Estimated Value at Build-Out:	\$400 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$27 million

Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected)	Yes	No
Will this development displace any existing uses?	(not selected)	Yes	No
If yes, please describe (including number of units, square feet, etc):			
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)?	0.336		
Is sufficient water supply capacity available to serve the proposed project?	(not selected)	Yes	No
If no, describe any plans to expand the existing water supply capacity:			
Is a water line extension required to serve this project?	(not selected)	Yes	No
If yes, how much additional line (in miles) will be required?			
Wastewater Disposal			
Name of wastewater treatment provider for this site:	RM Clayton WWTP		
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.305		
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected)	Yes	No
If no, describe any plans to expand existing wastewater treatment capacity:			
Is a sewer line extension required to serve this project?	(not selected)	Yes	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.)	874 AM Peak Hour Trips; 863 PM Peak Hour Trips		
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected)	Yes	No
Are transportation improvements needed to serve this project?	(not selected)	Yes	No
If yes, please describe below:Please refer to the traffic study performed by Kimley-Horn and Associates			
Solid Waste Disposal			
How much solid waste is the project expected to generate annually (in tons)?	2,900		

Is sufficient landfill capacity available to serve this proposed project?	(not selected)	Yes	No
---------------------------------------------------------------------------	----------------	-----	----

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?	(not selected)	Yes	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?	68%
-----------------------------------------------------------------------------------------------------------------------	-----

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 ensure compliance with local, state, and federal regulations.

Environmental Quality

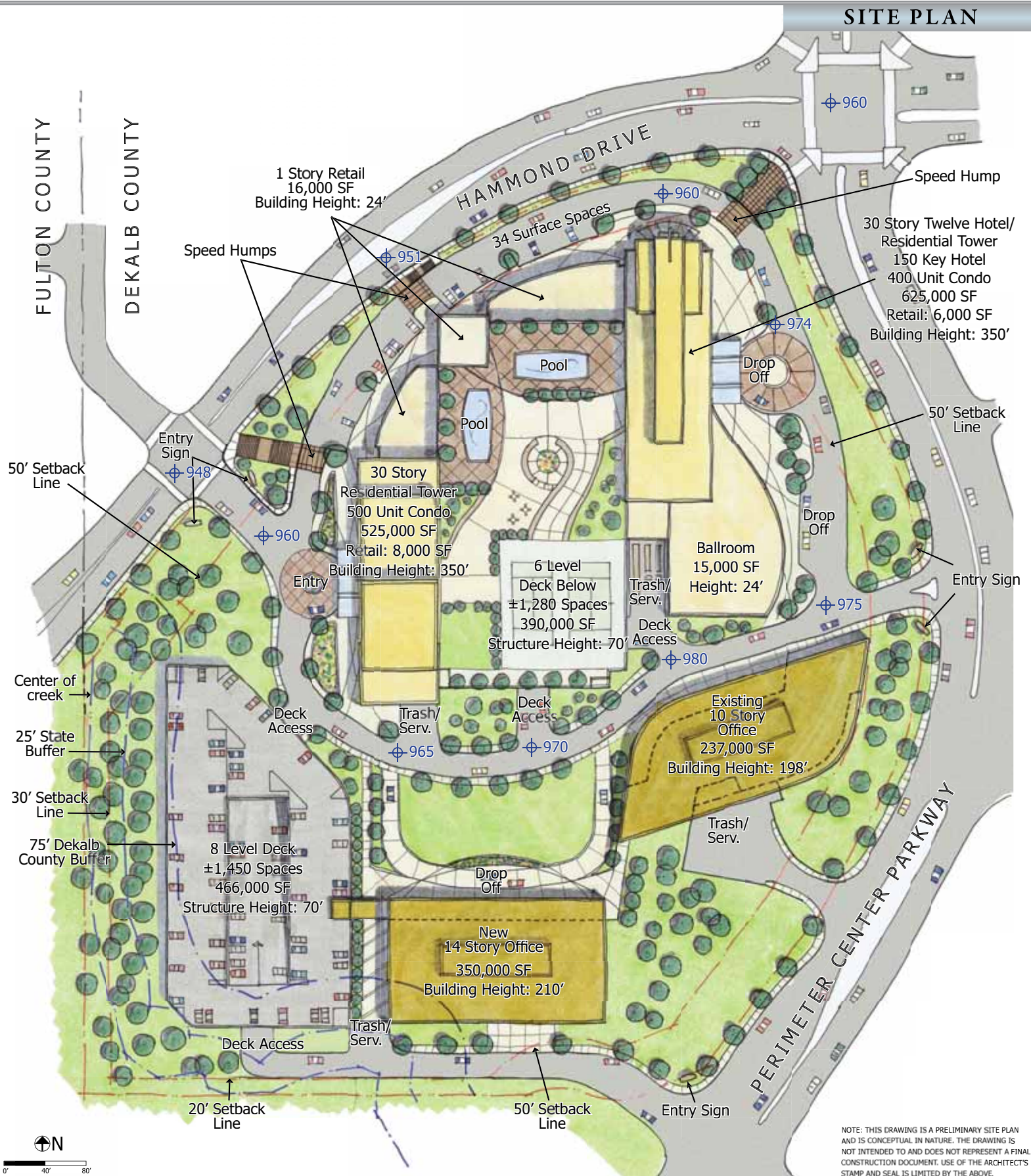
Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?	(not selected)	Yes	No
2. Significant groundwater recharge areas?	(not selected)	Yes	No
3. Wetlands?	(not selected)	Yes	No
4. Protected mountains?	(not selected)	Yes	No
5. Protected river corridors?	(not selected)	Yes	No
6. Floodplains?	(not selected)	Yes	No
7. Historic resources?	(not selected)	Yes	No
8. Other environmentally sensitive resources?	(not selected)	Yes	No

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

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SITE PLAN



NOTE: THIS DRAWING IS A PRELIMINARY SITE PLAN
AND IS CONCEPTUAL IN NATURE. THE DRAWING IS
NOT INTENDED TO AND DOES NOT REPRESENT A FINAL
CONSTRUCTION DOCUMENT. USE OF THE ARCHITECT'S
STAMP AND SEAL IS LIMITED BY THE ABOVE.

Smallwood, Reynolds,
Stewart, Stewart
& Associates, Inc.

Revised August 15, 2007

245 PERIMETER