



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: Sep 22 2007

ARC REVIEW CODE: R708231

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: The Terraces

Review Type: Development of Regional Impact

Date Opened: Aug 23 2007

Date Closed: Sep 22 2007

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

Additional Comments: According to the Unified Growth Policy Map, the proposed development is located in an area designated as a mega corridor. Mega Corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located within a regional center which is defined as an area of intense retail, office, and residential uses. These uses can be integrated or separate. The proposed development meets many of the Regional Development Policies. As an infill development, the residential uses proposed are helping to create more opportunities for individuals to live close to employment opportunities, meeting many of the Developed Area Policies and Housing and Neighborhood 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 development is proposing shared parking opportunities between the uses. The proposed development is approximately one block north of the Dunwoody MARTA station, two and a half blocks from the Sandy Springs MARTA station, and is surrounded by compatible land uses. It is strongly encouraged that a reduction in required parking is applied where shared parking opportunities exist. This proposed development would be just an example.

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

ARC LAND USE PLANNING

ARC DATA RESEARCH

GEORGIA DEPARTMENT OF NATURAL RESOURCES

PERIMETER COMMUNITY IMPROVEMENT DISTRICT

DEKALB COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING

ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION

FULTON COUNTY

METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

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.

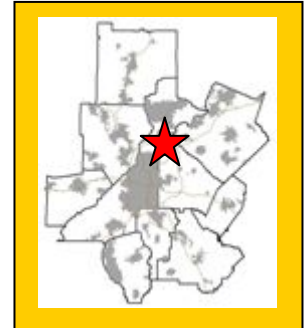
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	August 23, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	The Terraces #1495
Final Report Due:	September 22, 2007		Comments Due By:	September 6, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The Terraces is a proposed residential development is located on 24.41 acres in DeKalb County. The proposed development plans will include 400 high rise condominium units and 22,600 square feet of restaurant space to an existing 1.02 million square feet of office space. The development is proposing eight site driveways along Perimeter Center Place, Perimeter Center West, and Ashford-Dunwoody Road; all of which currently exist.



PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned O-I (office institutional). The proposed zoning for the site is OCR (office-commercial-residential). Information submitted for the review states that the proposed development is consistent with DeKalb County's Future Development Plan, which designates the site as a regional activity 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
2007	High Street
2007	245 Perimeter Center
2004	Gable Metropolitan III
2003	Perimeter Center
2003	211 Perimeter Center
1997	Gold Kist
1990	Crowne Point
1986	Perimeter West
1985	Remington Park

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 the existing 1.02 million square feet of office will remain.

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 meets many of the Regional Development Policies. As an infill development, the residential uses proposed are helping to create more opportunities for individuals to live close to employment opportunities, meeting many of the Developed Area Policies and Housing and Neighborhood 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 'transitional' zone. The intent of the zone is to provide transition between the more urbanized areas at Perimeter Center and the single family residential neighborhoods around the periphery. The transitional zone calls for an increase in the housing supply, primarily medium-density residential, and

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improvements to pedestrian and bicycle circulation. According to the LCI Study, Perimeter Center Place is designates as a bike route for on-street land or off-road multi-use paths designed to connect office and residential developments to transit stations and trail systems. The developer should work with Perimeter CID to ensure that proposed developments are able to incorporate proposed transportation plans within the area.

The development is proposing shared parking opportunities between the uses. The proposed development is approximately one block north of the Dunwoody MARTA station, two and a half blocks from the Sandy Springs MARTA station, and is surrounded by compatible land uses. It is strongly encouraged that a reduction in required parking is applied where shared parking opportunities exist. This proposed development would be just an example.

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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.

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 less than a mile from 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 \$200 million with an expected \$13,500,000 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, no blue-line (perennial) streams are located on or near the project property. Unmapped streams on the property may be subject to the DeKalb stream buffer ordinance requirements.

Any state waters on the property are subject to the State 25-foot erosion and sedimentation buffer. 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 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:

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Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Office/Light Industrial	24.41	31.49	418.14	2782.74	17282.28	36.13	4.64
TOTAL	24.41	31.49	418.14	2782.74	17282.28	36.13	4.64

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?

Access to the development is proposed at eight locations, all of which currently exist. There are five driveways along Perimeter Center Place. Driveway 1 is a right-in/right-out drive near the intersection of Perimeter Center Place and Meadow Lane Drive. Driveway 2 is a full-movement driveway located approximately 225' south along Perimeter Center Place from Driveway 1. Driveway 3 is a full-movement driveway located approximately 375' south along Perimeter Center Place from Driveway 2. Driveway 4 is a right-in/left-in only driveway located approximately 450' south along Perimeter Center Place from Driveway 3. Driveway 5 is a full-movement driveway located approximately 150' south along Perimeter Center Place from Driveway 4.

Driveway 6 is the only driveway along Perimeter Center West. It is a right-in/right-out driveway located approximately 500' to the east of the intersection of Perimeter Center West and Perimeter Center Place.



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There are two driveways along Ashford-Dunwoody Road. Driveway 7 is a full-movement, signalized driveway across from Perimeter Center North. Driveway 8 is a right-in/right-out driveway located approximately 700' north along Ashford-Dunwoody Road from Driveway 7.

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

Kimberley-Horn & 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
High-Rise Condos 400 units	28	117	145	94	57	151	1,732
Quality Restaurant 22,600 square feet	0	0	0	113	56	169	2,034
<i>Internal Capture Reductions</i>	-	-	-	-17	-17	-34	-408
<i>Alternative Mode Reductions</i>	-3	-12	-15	-14	-7	-21	-244
<i>Pass-by Reductions</i>	-	-	-	-45	-22	-67	-806
TOTAL NEW TRIPS	25	105	130	131	67	198	2,308

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

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

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

V/C Ratios

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

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, 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
AR-900	I-285 between the Cumberland activity center at the intersection of I-75 and the Perimeter activity center at the intersection of SR 400. The project will interface with the BRT line in the I-75 corridor.	Fixed Guideway Transit Capital	2012
AR-900B	I-285 between the Cumberland activity center at the intersection of I-75 and the Perimeter activity center at the intersection of SR 400. The project will interface with the BRT line in the I-75 corridor.	Fixed Guideway Transit Capital	2012
DK-217	Hammond Dr from Fulton County line to Ashford-Dunwoody Road	General Purpose Road Capacity	2011
DK-300	Ashford Dunwoody Rd at Perimeter Center North	Roadway Operational Upgrades	2006
DK-301	Ashford Dunwoody Rd at Perimeter Summit Parkway	Roadway Operational Upgrades	2007
DK-302	Ashford Dunwoody Rd at Ashford Green	Roadway operational Upgrades	2007
DK-303	Ashford Dunwoody Rd at Ashford Parkway (North)	Roadway Operational Upgrades	2009
DK-304	Ashford Dunwoody Rd at Ashford Parkway (South)	Roadway Operational Upgrades	2009
DK-305	Ashford Dunwoody Rd at Lake Hearn	Roadway Operational Upgrades	2007
DK-306	Ashford Dunwoody Rd at Mt Vernon Rd	Roadway Operational Upgrades	2009
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-309	Perimeter Center West at Bellsouth Entrance	Roadway Operational Upgrades	2006
DK-310	Perimeter Center West at Perimeter Mall Entrance	Roadway Operational Upgrades	2006
DK-311	Perimeter Center West at Meadow Lane / Crown Pointe	Roadway Operational	2006

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	Parkway	Upgrades	
DK-313	Ashford Dunwoody Rd at Ashford Gable Dr / Valley Gables Rd	Roadway Operational Upgrades	2009
DK-314	Ashford Dunwoody Rd at Ravinia Dr	Roadway Operational Upgrades	2008
DK-315	Hammond Dr at Perimeter Mall Entrance	Roadway Operational Upgrades	2007
DK-316	Perimeter Center Parkway from Hammond Dr to Perimeter Center West	Pedestrian Facility	2009
DK-318B	Perimeter Center Area west of Ashford Dunwoody Rd	Pedestrian Facility	2004
DK-323	Perimeter Center West from Mount Vernon Highway to Ashford Dunwoody Rd	Pedestrian Facility	2007
DK-AR-219	I-285 North from SR 400 to North Shallowford Road – includes Ashford-Dunwoody Road Interchange	Interchange Capacity	2012
FN-200	Abernathy Rd/Perimeter Cntr West from SR 400 to DeKalb County line. Lake Hearn Drive from Peachtree Dunwoody Rd to DeKalb County line. Mount Vernon Rd from Peachtree Dunwoody Rd to DeKalb County line. Hammond Dr from Peachtree Dunwoody Rd to DeKalb County line	ITS-Other	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year

*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 The Terraces.

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

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

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 proposed redevelopment is located approximately $\frac{3}{4}$ of a mile north of the Dunwoody MARTA station off Hammond Drive and $\frac{3}{4}$ of a mile east of the Sandy Springs MARTA station off Perimeter Center West. These stations lie on the North-South MARTA rail line (10-20 minute headways) which intersects the East-West rail line (to the south) at the Five Points station. Five MARTA bus routes operate from the Dunwoody station including the following: Route 5-Sandy Springs (15-30 minute headways), Route 70- Chamblee-Dunwoody (varying headways), Route 87- Roswell Road (20-30

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minute headways), Route 150- Perimeter Center (30-60 minute headways), and Route 305- Barfield Road (30 minute headways). The only MARTA bus route operating from the Sandy Springs station is Route 148- Powers Ferry (70-minute headways). Route 150- Perimeter Center is the only route that directly accesses the site. There are MARTA bus stops along Perimeter Center West, Perimeter Center Place, and Meadow Lane Road.

In addition to the MARTA bus routes, the development is also close to GRTA Xpress Route 428- Panola Road to Perimeter Center (30-minute headway). This route stops at the Dunwoody MARTA station.

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

None are proposed by the developer. However, the development is located within the Perimeter Transportation Coalition TMA.

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 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
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)		18%

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

Based on the traffic analysis completed by Kimberly-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

ARC considered the scheduled streetscape and intersection improvements on Perimeter Center West and Ashford-Dunwoody Road (TIP, PCID). It further took into account proposed bike routes along Perimeter Center Place, Perimeter Center West and Meadow Lane (LCI Study Report). In addition, the proposed development lies within a 'transitional zone' as defined by the Perimeter LCI Report which includes the following guiding framework:

- Overall Intent: Create neighborhood amenities (Pedestrian/Bike Trails).
- Transportation: Improve pedestrian circulation.

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In light of the above considerations ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- Provide visible and easily accessible bicycle parking at all office, residential and restaurant buildings.
- Coordinate with Perimeter CID on creation of bicycle route adjacent to the southern edge of development property (initially proposed in Perimeter LCI study).
- Ensure that pedestrian connectivity exists between all land uses in the proposed redevelopment.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.097 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.

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INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.082 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?
- Fire, police, or EMS?

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- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 400 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.

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.



REGIONAL REVIEW NOTIFICATION

DATE: Aug 23 2007

ARC REVIEW CODE: R708231

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: The Terraces

Review Type: Development of Regional Impact

Description: The Terraces is a proposed residential development is located on 24.41 acres in DeKalb County. The proposed development plans will include 400 high rise condominium units and 22,600 square feet of restaurant space to an existing 1.02 million square feet of office space. The development is proposing eight site driveways along Perimeter Center Place, Perimeter Center West, and Ashford-Dunwoody Road; all of which currently exist.

Submitting Local Government: DeKalb County

Date Opened: Aug 23 2007

Deadline for Comments: Sep 6 2007

Earliest the Regional Review can be Completed: Sep 22 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

PERIMETER COMMUNITY IMPROVEMENT DISTRICT

DEKALB COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING

ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION

FULTON COUNTY

METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

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 2007-09-06 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: **The Terraces** See the Preliminary Report .

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

Please see full comments as noted in the attached letter.

Individual Completing form:

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

Local Government: MARTA

Department: PLANNING

Telephone: (404) 848-5828 Henry Ikwut-Ukwa

Signature:
Date:

Will Stinson
09/05/07

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: Sep 6 2007

September 5, 2007

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

**RE: Development of Regional Impact (DRI) # 1495
The Terraces – DeKalb County**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1495 – The Terraces – located in DeKalb County.

MARTA Bus Route 150 operates within walking distance of the project location and will provide regular transit connection to the development. There is potential for increased ridership on the route 150 from this and other developments in the area. MARTA will address the impact of such ridership increase with regular route evaluation mark-ups. In the meantime, there is no planned transit service expansion in the project area.

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

Sincerely,



Henry Ikwut-Ukwa
Transit System Planning



REGIONAL REVIEW NOTIFICATION

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



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: The Terraces See the Preliminary Report .

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

We have reviewed this submittal
and have no comments.
The impact to Sandy Springs
of this development are
not significant.

Individual Completing form:

JAN DREYSDALE / MARK MOORE

Local Government: SANDY SPRINGS

Department: PUBLIC WORKS

Telephone: (770) 206 2552

Signature:

Date: Jan Dreydale 9/6/07

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: Sep 6 2007

Developments of Regional Impact

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DRI #1495

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: kswhite@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: The Terraces

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 115 Perimeter Center Plaza and 400 Perimeter Center Terrace

Brief Description of Project: To add the following to existing office buildings: a residential condominium building (400 units); restaurants (a total of 22,600sf); and retail/and or townhome (a total of 12,000sf). The existing office buildings, totaling 1,016,685sf 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:		RB Terraces LLC	
Mailing Address:		c/o Doug Dillard, Dillard & Galloway LLC	
Address 2:		3500 Lenox Rd., Suite 760	
		City:Atlanta State: GA Zip:30326	
Telephone:		404-965-3680	
Email:		laurel@dandglaw.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	
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 #1495

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: kswwhite@co.dekalb.ga.us

Project Information

Name of Proposed Project: The Terraces

DRI ID Number: 1495

Developer/Applicant: RB Terraces LLC

Telephone: 404-965-3680

Email(s): laurel@dandglaw.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: \$200,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$13,500,000

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)?	0.082		
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		
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.097		
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.)	198 net new 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:			
Solid Waste Disposal			
How much solid waste is the project expected to generate annually (in tons)?	~ 400		

Is sufficient landfill capacity available to serve this proposed project?	(not selected)	Yes	No
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If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?	(not selected)	Yes	No
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If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	45%
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Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: buffers will remain in place, and existing impervious area will be redeveloped and detention should be added during the redevelopment.

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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