



# 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: Oct 4 2007

ARC REVIEW CODE: R709061

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:** Perimeter Center East Mixed Use

**Review Type:** Development of Regional Impact

**Date Opened:** Sep 6 2007

**Date Closed:** Oct 4 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 site is within an area designated susceptible to change, according to the Study. It is within the area designated as the 'high density mixed use' zone. In terms of future development, the intent of the zone is to improve commuter access to Interstate 285 and Georgia 400 and augment continued office development with compatible residential development of appropriate scale and density. Given the proximity to the regional transportation network and existing high rise character of the area, this zone is suited for a higher density residential product.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
PERIMETER CID  
CITY OF ATLANTA

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF SANDY SPRINGS  
DEKALB COUNTY SCHOOLS

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
FULTON COUNTY  
METRO ATLANTA RAPID TRANSIT AUTHORITY

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.

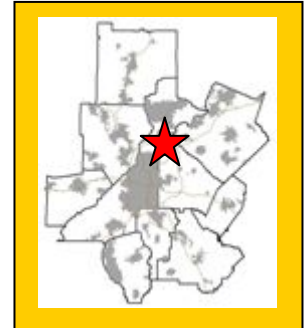
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	September 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Perimeter Center East MUD #1533
Final Report Due:	October 5, 2007		Comments Due By:	September 20, 2007

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Perimeter Center East mixed use development is located on 2.8 acres in DeKalb County. The proposed development will consist of 330 residential units, 240 room hotel, 75,000 square foot fitness Center, and 8,000 square feet of restaurant space. Site access currently exists along Perimeter Center East.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2010.

### **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) and commercial (C-1). The proposed zoning for the site is O-I Conditional. 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 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	THE TERRACES
2007	HIGH STREET
2007	245 PERIMETER CENTER
2003	PERIMETER CENTER
2003	211 PERIMETER
2002	PERIMETER TOWN CENTER
1997	GOLD KIST
1986	PERIMETER CENTER WEST
1985	REMINGTON PARK
1985	PEACHTREE DUNWOODY

**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 there is an existing bank 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.

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 within the area designated as the 'high density mixed use' zone. In terms of future development, the intent of the zone is to improve commuter access to Interstate 285 and Georgia 400 and augment continued office development with compatible residential development of appropriate scale and density. Given the proximity to the

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regional transportation network and existing high rise character of the area, this zone is suited for a higher density residential product.

ARC encourages the following recommendations: extend 6-foot sidewalks down entire frontage on Ashford Dunwoody Road, upgrade existing sidewalks on Perimeter Center East to 6-foot parameters if necessary, provide visible and accessible bicycle parking at the new restaurant building, provide dedicated bicycle parking in the residential parking deck, continue to coordinate with the Equity East Express shuttle service to facilitate increased circulation throughout Perimeter Center area, and provide a future connection to Ravinia Parkway.

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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 in the southeast corner of the intersection of Ashford Dunwoody Road and Perimeter Center East.

### **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 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 \$270 million with an expected \$18,225,000 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?**

None were determined during the review.

## **NATURAL RESOURCES**

### **Watershed Protection and Stream Buffers**

The property is in the Nancy Creek sub-basin of the Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. Any unmapped streams that may be located on the property would be subject to the requirements of the DeKalb stream buffer ordinance. Any state waters that may be on the property are subject to the State 25-foot erosion and sedimentation buffer requirements.

### **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. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. A portion of the project is being built over existing impervious surfaces, which will affect the actual increases in loading amount. Given the coverage of the proposed project, commercial was chosen as the use for the entire property. The following table summarizes the results of the analysis:

**Estimated Pounds of Pollutants Per Year**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	2.87	4.91	49.94	309.96	2821.21	3.53	0.63
TOTAL	2.87	4.91	49.94	309.96	2821.21	3.53	0.63

Total Impervious = 85%





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If new or upgraded on-site detention is required, the design should include stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

## **HISTORIC RESOURCES**

**Will the proposed project be located near a national register site? If yes, identify site.**

None have been identified.

**In what ways could the proposed project create impacts that would damage the resource?**

Not applicable.

**In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?**

Not applicable.

## **INFRASTRUCTURE**

### **Transportation**

**How many site access points will be associated with the proposed development? What are their locations?**

Two site driveways are currently proposed for the development, both of which are along Perimeter Center East. The first driveway (Driveway 1), located approximately 280' (centerline to centerline) east of the intersection with Ashford Dunwoody Road, is an existing driveway. Driveway 1 will serve as the main entrance to the development. The second driveway (Driveway 2) is located approximately 260' east of Driveway 1. Driveway 2 will serve as a service entrance, as well as an entrance to the parking deck. An existing driveway along Ashford-Dunwoody Road, located approximately 140' south of Perimeter Center East, will be removed.

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

Kimley-Horn and Associates, Inc. performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Hotel 240 Rooms	74	47	121	75	67	142	1,776
High-Rise Residential Condominium/Townhouse 330 Units	24	101	125	79	49	128	1,468
High-Turnover Restaurant 8,000 Square Feet	48	44	92	53	34	87	1,018
Fitness Club 75,000 Square Feet	38	53	91	155	149	304	2,470
<i>Internal Capture</i>	-0	-0	-0	-41	-41	-82	-698
<i>Alternative Mode Reduction</i>	-15	-20	-35	-22	-19	-41	-446
<i>Pas-by Reduction</i>	-0	-0	-0	-16	-16	-32	-354
<b>TOTAL NEW TRIPS</b>	<b>169</b>	<b>225</b>	<b>394</b>	<b>283</b>	<b>223</b>	<b>506</b>	<b>5,232</b>

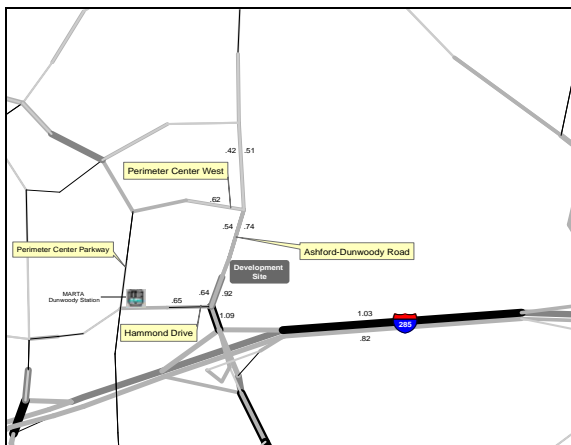
**What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

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

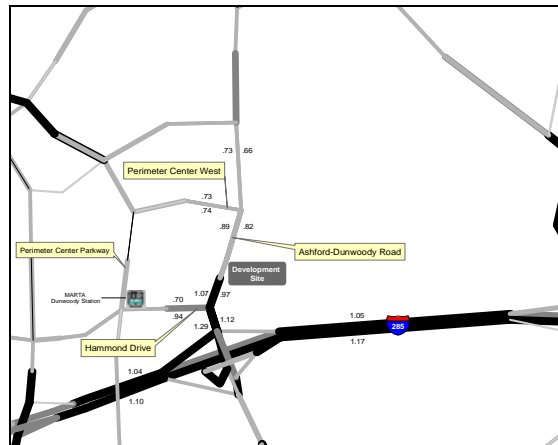
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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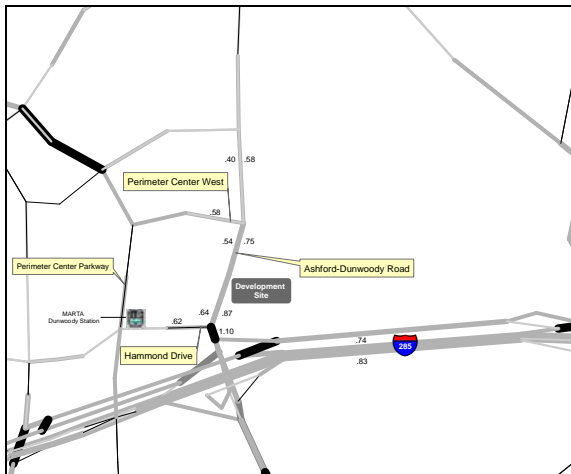
## V/C Ratios



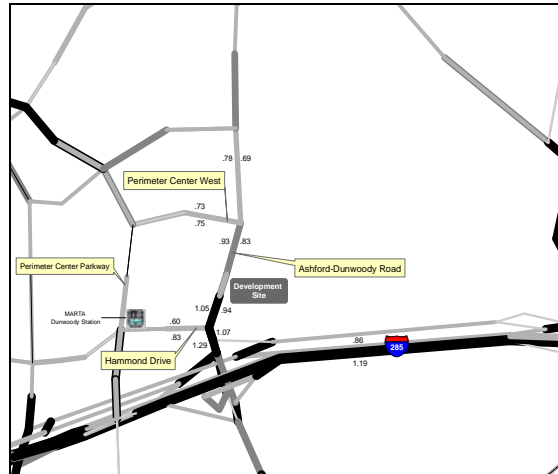
**2010 AM Peak**



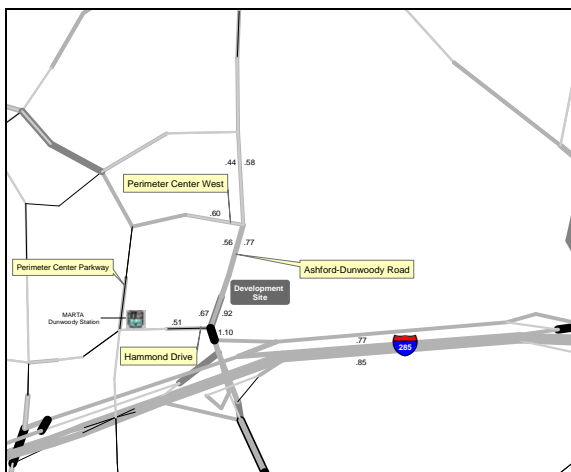
**2010 PM Peak**



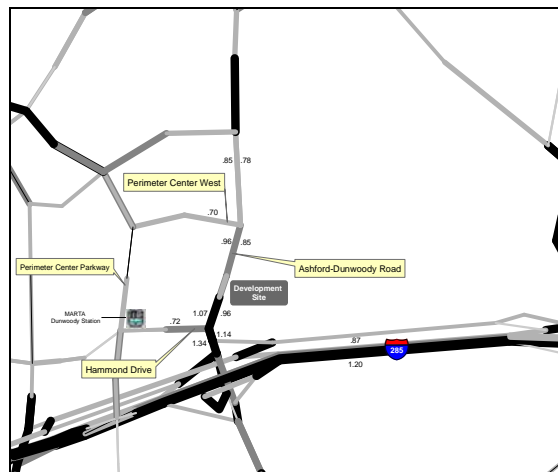
**2020 AM Peak**



**2020 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
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 Parkway	Roadway Operational Upgrades	2006
DK-313	Ashford Dunwoody Rd at Ashford Gable Dr / Valley Gables Rd	Roadway Operational Upgrades	2009

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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
	None		

\*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 Perimeter Center Mixed Use.

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 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.

#### *Ashford Dunwoody Road @ Perimeter Center East*

- Remove split-phase timing.
- Re-stripe the eastbound approach to include an exclusive left-turn lane, an exclusive through lane, and an exclusive right-turn lane.
- Add protected only phasing for the exclusive eastbound left-turn lane.
- Re-stripe the westbound approach to include exclusive dual left-turn lanes, an exclusive through lane and an exclusive right-turn lane.
- Add protected only phasing for the exclusive westbound left-turn lanes.
- Optimize signal splits and offsets.

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**Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?**

The site is located approximately ½ mile east of the Dunwoody MARTA transit (bus + rail) station. The site is served by MARTA buses, local shuttle bus routes, GRTA Xpress Routes, and Cobb Community Transit routes.

Five MARTA bus routes operate from the Dunwoody station including the following: Route 5-Sandy Springs, Route 70- Chamblee-Dunwoody, Route 87- Roswell Road, Route 150- Perimeter Center, and Route 305- Barfield Road.

In addition to the MARTA bus routes, the development is also close to GRTA Xpress Route 428- Panola Road to Perimeter Center which stops at the Dunwoody MARTA station.

Cobb Community Transit (CCT) Route #65 operates from the Marietta Transfer Center to the MARTA Dunwoody Transit Station during the AM and PM peak periods Monday through Friday.

The Equity East Express Shuttle has a stop directly in front of the site.

In addition, the proposed I-285 transit corridor (AR-900A and AR-900B) would build a new transit station approximately 1/3 mile south along Ravinia Drive and I-285.

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

None proposed by the developer. The development is within the Perimeter Transportation Coalition TMA.

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

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where Residential is dominant, >15 units/ac	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	5%	5%
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%
<b>Total Calculated ARC Air Quality Credits (15 % reduction required)</b>		<b>26%</b>

**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 Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not capable of accommodating the new trips generated by the proposed development and maintaining

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acceptable LOS standards at the studied intersections. ARC recommends that the road improvements recommended in the Transportation Analysis be implemented.

ARC considered the scheduled and recently completed streetscape and intersection improvements on Ashford-Dunwoody Road (TIP, PCID). In addition, the proposed development lies within a 'high density mixed-use zone' as defined by the Perimeter LCI Report which includes the following guiding framework:

- Transportation: Improve pedestrian circulation.

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

- Extend 6-foot sidewalks down entire frontage on Ashford Dunwoody Road.
- Upgrade existing sidewalks on Perimeter Center East to 6-foot parameters if necessary.
- Provide visible and accessible bicycle parking at the new restaurant building.
- Provide dedicated bicycle parking in the residential parking deck.
- Continue to coordinate with the Equity East Express shuttle service to facilitate increased circulation throughout Perimeter Center area.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Wastewater is estimated at 0.133 MGD based on information submitted for the review.

#### **Which facility will treat wastewater from the project?**

R.M Clayton will provide wastewater treatment for the proposed development.

#### **What is the current permitted capacity and average annual flow to this facility?**

The capacity of R.M. Clayton Site is listed below:

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

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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.

<sup>1</sup> Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

### **What other major developments will be served by the plant serving this project?**

ARC has reviewed a number of major developments that will be served by this plant.

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

#### **How much water will the proposed project demand?**

Water demand also is estimated at 0.144 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 623 tons of solid waste per year and the waste will be disposed of in DeKalb County.

#### **Will the project create any unusual waste handling or disposal problems?**

No.



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**Are there any provisions for recycling this project's solid waste.**

None stated.

## **INFRASTRUCTURE**

### **Other facilities**

**According to information gained in the review process, will there be any unusual intergovernmental impacts on:**

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

No, the proposed development will add 330 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.

Preliminary Report:	September 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT  <u>REVIEW REPORT</u></b>	Project:	Perimeter Center East MUD #1533
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**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.

September 14, 2007

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

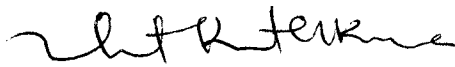
**RE: Development of Regional Impact (DRI) # 1533  
Perimeter Center East – DeKalb County**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1533 – Perimeter Center East – located in DeKalb County.

The project location is within half mile of MARTA's Dunwoody Rail Station within the Perimeter Shopping District. The development will be adequately served by the numerous transit services available at the Dunwoody Rail Station.

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

# Developments of Regional Impact

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

DRI #1533

## 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:

Perimeter Center East Mixed-Use

Location (Street Address, GPS Coordinates, or Legal Land Lot Description):

84 Perimeter Center East, Atlanta, GA 30346

Brief Description of Project:

A mixed-use project consisting of a 23-story residential building consisting of 330 units and a 12-story hotel consisting of 240 rooms with an accessory 8,000sf restaurant.

### Development Type:

(not selected)

Hotels

Wastewater Treatment Facilities

Office

Mixed Use

Petroleum Storage Facilities

Commercial

Airports

Water Supply Intakes/Reservoirs

Wholesale &amp; Distribution

Attractions &amp; 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.):	as above	
Developer:	RB 84 PC, 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:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> 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: 2010 Overall project: 2010
<a href="#">Back to Top</a>	

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# Developments of Regional Impact

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DRI #1533

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 <a href="#">Rules for the DRI Process</a> and the <a href="#">DRI Tiers and Thresholds</a> for more information.	
<b>Local Government Information</b>	
Submitting Local Government:	DeKalb
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
Email:	kswhite@co.dekalb.ga.us
<b>Project Information</b>	
Name of Proposed Project:	Perimeter Center East Mixed-Use
DRI ID Number:	1533
Developer/Applicant:	RB 84 PC, LLC
Telephone:	404-965-3680
Email(s):	laurel@dandglaw.com
<b>Additional Information Requested</b>	
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.	
<b>Economic Development</b>	
Estimated Value at Build-Out:	~\$270,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	~\$18,225,000
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): A 3,920 SF Sun Trust bank branch.	
<b>Water Supply</b>	
Name of water supply provider for this site:	DeKalb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.144
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?	
<b>Wastewater Disposal</b>	
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)?	0.133
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?	
<b>Land Transportation</b>	
How much traffic volume is expected to be generated by	394 AM peak hour and 507 PM peak hour net new trips



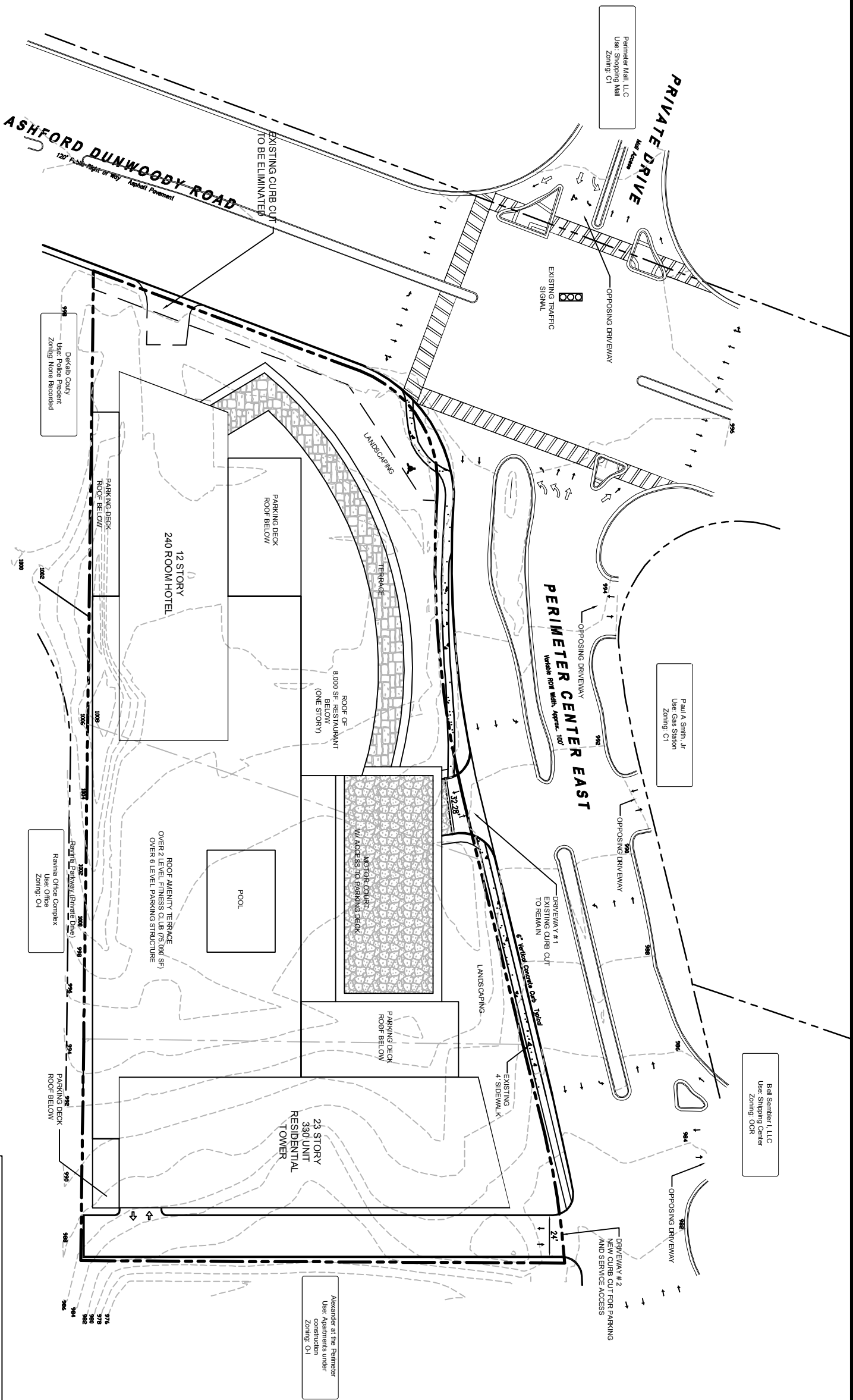
the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below: Please refer to the transportation analysis performed by Kimley-Horn and Associates, Inc.	
<b>Solid Waste Disposal</b>	
How much solid waste is the project expected to generate annually (in tons)?	623
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:	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	~70%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: landscaped areas, buffers, and detention vault	
<b>Environmental Quality</b>	
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:			
<a href="#">Back to Top</a>			

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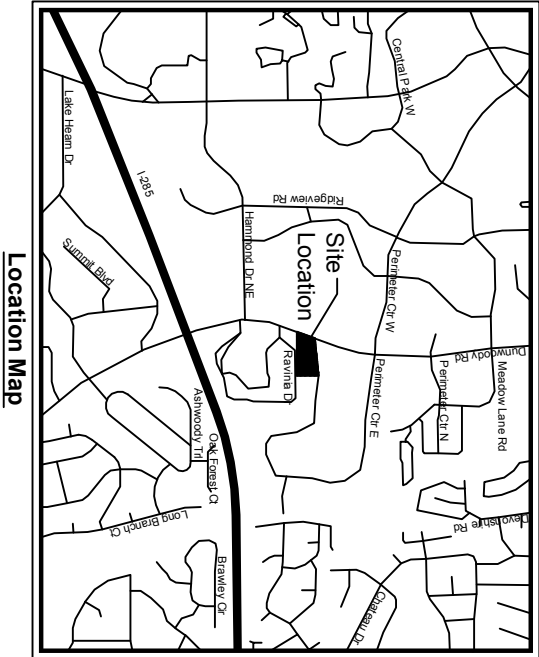
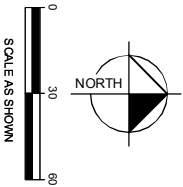


Development Summary	
Site Acreage	2.866 ac
Zoning Classification	O-1/C-1
Current	O-1
Proposed	O-1
Dwelling Units	330 units
Density Calculation	
Residential (330 / 2.866 ac)	116 units/ac

Parking Requirements	
Required	Provided
Restaurant	107 spaces
Hotel	300 spaces
Residential	660 spaces
Fitness Club	350 spaces
Total	1417 spaces

Notes:

- No dedicated park space proposed
- No trails or bike lanes proposed
- Total parking count does not include on-street parking



84 PERIMETER CENTER EAST  
DEKALB COUNTY, GEORGIA

DRI  
SITE PLAN

No.	REVISIONS		DATE	BY



**Kimley-Horn  
and Associates, Inc.**

817 WEST PEACHTREE ST, NW  
SUITE 601  
ATLANTA, GEORGIA 30308-1121

Tel: (404) 419-8700  
Fax: (404) 419-8701

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SCALE (H): AS NOTED
SCALE (V): NONE
DESIGNED BY: ARCH
DRAWN BY: CAW
CHECKED BY: PE
DATE: 08/27/07
KHA PROJECT NO.: 019253010
SHEET NUMBER C1-00

**BARRY REAL  
ESTATE COMPANIES**  
30 IVAN ALLEN JR BLVD, SUITE 900  
ATLANTA, GA 30308  
404.601.0881