



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: Feb 21 2008

ARC REVIEW CODE: R710311

TO: CEO Vernon Jones
ATTN TO: Karmen Swan White, DeKalb Planning Department
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: 236 Perimeter MUD

Review Type: Development of Regional Impact

Date Opened: Oct 31 2007

Date Closed: Feb 21 2008

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: The proposed development is located within the Perimeter LCI Study area; therefore, it should meet or exceed the goals of the study as well as the Regional Development Plan Policies. The site is within an area designated susceptible to change, according to the Study. It is also within the area designated as the 'transit village' zone. The intent of the zone is to link future development more directly to transit and offer live work options within a walkable urban core or village. The proposed development meets many of the goals set forth in LCI study; however, a specific goal of the transit village zone is to increase the supply of housing. There are other large development projects located at the intersection of Hammond Drive and Perimeter Center Parkway that include new housing options. The proposed development location's proximity to new housing and the MARTA station increase opportunities for individuals to live and work within close proximity to one another as well as visitors to the area to access destinations within the Perimeter area and throughout the region without the use of an automobile. It is encouraged that the proposed developer work with Perimeter CID and DeKalb County to ensure successful implementation of the Study as it pertains to this development.

Given the close proximity of the MARTA station there is likely to be increased pedestrian activity. It is important to provide the proven elements that create a successful pedestrian oriented main street: pedestrian oriented street edge, ground level street activity, wide sidewalks, and landscaping, to name a few. There has been significant funding, over \$6 million through ARC transportation funding and GRTA bonds, provided to implement the LCI recommendations, including pedestrian safety and landscaping improvements, concerning Perimeter Center Parkway and the immediate area surrounding the Dunwoody MARTA station. A median is planned for Perimeter Center Parkway south of Hammond Drive. As proposed, there is no median break along the site on Perimeter Center Parkway. The site plan indicates a median break with a left-in/right-in/right-out. ARC does not support the median break and proposed Left-In/Right-In/Right-Out driveway configuration for Driveway #2.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY
FULTON COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
PERIMETER CENTER CID

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.

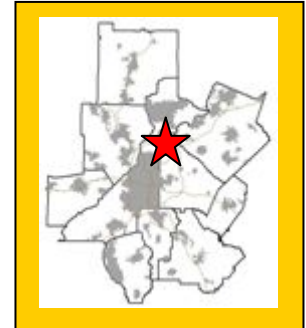
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	October 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	236 Perimeter MUD #1582
Final Report Due:	November 30, 2007		Comments Due By:	November 14, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed 236 Perimeter mixed use development is located on 3.88 acres in DeKalb County and will consist of 600,000 square feet of office, 24,000 square feet of retail, and a 200 room hotel. Proposed access to the site is at the intersection of Hammond Drive and Perimeter Center Parkway.



PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned C-1 (commercial). The proposed zoning for the site is O-I (office-institutional). Information submitted for the review states that the proposed development is consistent with DeKalb County's Future Development Map, which designates the site as Regional Center.

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

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

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

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

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

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

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The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a mile radius of the proposed project.

YEAR	NAME
2000	ST. JOSEPH MEDICAL OFFICE BLDGS
2000	GLENRIDGE 400
2000	ROBERTS NORTH SPRINGS DEVELOPMENT
2000	NORTHPARK MUD
2001	COUSINS PROP/N'SIDE HOSP/OFF/HOTEL DEV
2003	211 PERIMETER CENTER
2003	PERIMETER CENTER
2003	DUNWOODY PARK APTS - CASDEN PROPERTIES
2003	PERIMETER FORD REDEVELOPMENT
2004	GABLES METROPOLITAN III
2005	CORPORATE CAMPUS
2005	COSMOPOLITAN NORTH
2005	CONCOURSE
2006	PALISADES DEVELOPMENT
2007	245 PERIMETER CENTER EAST MUD
2007	HIGH STREET

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

Information submitted for the review, two existing restaurants on the site will be removed. .

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 proposed development is located within the Perimeter LCI Study area; therefore, it should meet or exceed the goals of the study as well as the Regional Development Plan Policies. The site is within an area designated susceptible to change, according to the Study. It is also within the area designated as the 'transit village' zone. The intent of the zone is to link future development more directly to transit and offer live work options within a walkable urban core or village. The proposed development meets many of the goals set forth in LCI study; however, a specific goal of the transit village zone is to increase the supply of housing. There have other large development projects located at the intersection of Hammond Drive and Perimeter Center Parkway that include new housing options. The proposed

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development location's proximity to new housing and the MARTA station increase opportunities for individuals to live and work within close proximity to one another as well as visitors to the area to access destinations within the Perimeter area and throughout the region without the use of an automobile. It is encouraged that the proposed developer work with Perimeter CID and DeKalb County to ensure successful implementation of the Study as it pertains to this development.

Given the close proximity of the MARTA station there is likely to be increased pedestrian activity. It is important to provide the proven elements that create a successful pedestrian oriented main street: pedestrian oriented street edge, ground level street activity, wide sidewalks, and landscaping, to name a few. There has been significant funding, over \$6 million through ARC transportation funding and GRTA bonds, provided to implement the LCI recommendations, including pedestrian safety and landscaping improvements, concerning Perimeter Center Parkway and the immediate area surrounding the Dunwoody MARTA station. A median is planned for Perimeter Center Parkway south of Hammond Drive. As proposed, there is no median break along the site on Perimeter Center Parkway. The site plan indicates a median break with a left-in/right-in/right-out. ARC does not support the median break and proposed Left-In/Right-In/Right-Out driveway configuration for Driveway #2.

Comments submitted by MARTA recommend the project design concept be coordinated with MARTA's Engineering Department because a portion of the development is underneath the MARTA rail bridge and the appropriate design safeguards need to be in place to ensure the bridge columns are protected from accidental contacts.

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FINAL REPORT

Regional Development Plan Policies

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

BEST LAND USE PRACTICES

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

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

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

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



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

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

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

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

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

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

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

BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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

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

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

BEST HOUSING PRACTICES

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

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

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

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

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

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

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

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

LOCATION

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

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

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

The proposed development is entirely within DeKalb County however the project is within half a mile of 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 \$185 millions with an expected \$12.5 million 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

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. The site is currently developed, and according to the USGS coverage for the project area, no streams are located on or adjacent to the property.

Any state waters on the property will be subject to the requirements of the State 25-foot erosion and sedimentation buffer.

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. Differences in final use and impervious surface coverage will result in pollutant loads that differ from these estimates. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	4.22	7.22	73.43	455.76	4148.26	5.19	0.93
TOTAL	4.22	7.22	73.43	455.76	4148.26	5.19	0.93



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Total % impervious 85%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Upon build-out, the project is proposed to have vehicular access via three site driveways.

A right-in/right-out driveway is proposed along Hammond Drive just west of the MARTA track support column. This driveway will provide access to the parking deck and to the surface parking lot. A second driveway (full-movement) is proposed along Perimeter Center Parkway approximately 315 feet south of the intersection of Hammond Drive at Perimeter Center Parkway. This driveway is proposed to provide access to the vehicular drop-off area for the office and hotel and provide parking deck access. A third driveway (full-movement) is proposed along Goldkist Road. This driveway will provide parking deck access. (Note: A median opening and traffic signal are currently under construction along Perimeter Center Parkway at Goldkist Road.).

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

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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
General Office 600,000 SF	692	94	786	128	623	879	5,301
Hotel 200 Rooms	59	38	97	63	55	118	1,417
Specialty Retail 22,000 SF	14	9	23	40	43	83	945
<i>Mixed-Use Reductions</i>	-0	-0	-0	-12	-12	-24	-298
<i>Alternative Mode Reductions</i>	-76	-14	-90	-23	-71	-94	-737
<i>Pass-By Reductions</i>	-0	-0	-0	-20	-20	-40	-444
TOTAL NEW TRIPS	689	127	816	176	618	794	6,184

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



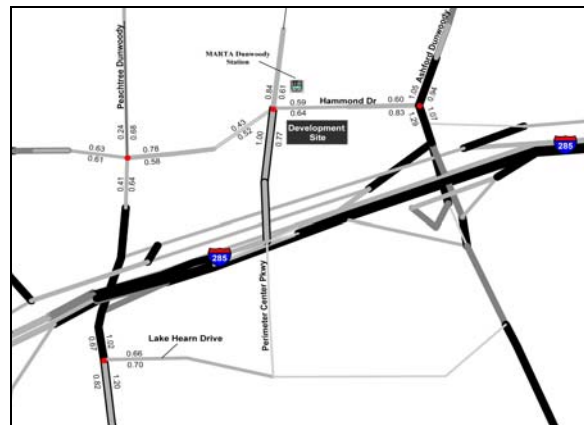
2010 AM Peak



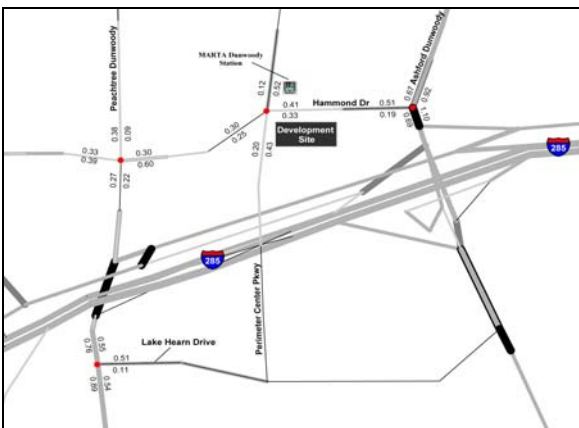
2010 PM Peak



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+

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,

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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
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	Pedestrian Facility	2009

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	Perimeter Center West		
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 236 Perimeter Mixed Use.

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

Peachtree-Dunwoody Road @ Hammond Drive

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

Peachtree-Dunwoody Road @ Lake Hearn Drive

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

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

Perimeter Center Parkway @t Hammond Drive

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- Install an additional northbound left-turn lane (creating dual-left turn lanes) along Perimeter Center Parkway and provide a protected-only northbound left-turn signal phase (green arrow).

The following intersection geometry and improvements are recommended at the proposed site driveways in the proposed scenario:

Hammond Drive @ RIRO Driveway #1

- Install an eastbound right-turn lane along Hammond Drive. (Note: When Hammond Drive is widened in the future, the right-turn lane may become the third through lane.)

Perimeter Center Parkway @ LIRIRO Driveway #2

- Reconstruct the median to provide a southbound left-turn lane with the maximum available storage length (approximately 125').
- (Note: If Driveway #2 is a right-in/right-out driveway, then no southbound left-turn lane would be needed.)

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 Dunwoody MARTA transit station is within walking distance of the site (across the street). MARTA bus routes #5, #70, #87, #150, and #305 all service the area. GRTA Xpress 428 Route provides service from Panola Road in eastern DeKalb County to the MARTA Dunwoody 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.

Additionally, in cooperation with the Perimeter Transportation Coalition, many companies in the area operate shuttles that provide transportation between their properties, the MARTA stations, and Perimeter Mall. Some area hotels also provide on-demand shuttle services to/from local destinations.

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

The proposed development is located within the Perimeter Transportation Coalition TMA. The developer intends to work with all necessary parties to encourage public transportation, bicycle and pedestrian traffic, and any other means to mitigate automotive traffic.

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

Air Quality Impacts/Mitigation (based on ARC strategies)		Credits	Total
Where Retail/Office is dominant, FAR >.8		6%	6%
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%



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Total Calculated ARC Air Quality Credits (15 % reduction required)		21%
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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 fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

ARC concludes that most of the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development. The one exception is below.

- *ARC does not support the proposed Left-In/Right-In/Right-Out driveway configuration for Driveway #2.*

ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- A number of left turn lanes have been proposed that will create dual left turns, including:
 - Northbound Perimeter Center Parkway at Hammond
 - Northbound Peachtree-Dunwoody Road at Hammond Drive
 - Eastbound Hammond Drive at Peachtree-Dunwoody Road
 - Westbound Lake Hearn Drive at Peachtree-Dunwoody

Two or more turning lanes increase the crossing distance of the intersection making it more difficult and potentially unsafe for pedestrians. Such an outcome may be inconsistent with the Perimeter Center LCI Study which targets the Dunwoody transit village as 24-hour, pedestrian friendly sub-area.

While ARC does not necessarily find that these improvements should not be made, it does recommend that DeKalb County and the Perimeter CID carefully weigh the traffic benefits against potential pedestrian difficulties in crossing dual left turn lanes.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.126 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.

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

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

PERMITTED CAPACITY MMF, MGD ¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No Flow Limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout the City of Atlanta wastewater system by 2007 and 2014, respectively

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

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

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.158 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?

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Information submitted with the review 2,225 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.

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.

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

No.

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

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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.

November 19, 2007

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

**RE: Development of Regional Impact (DRI) # 1582
236 Perimeter MUD – DeKalb County**

Dear Ms. Fleming:

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1582 – 236 Perimeter Multiuse Development – located in DeKalb County.

The proposed development is located on the south side of Hammond Drive below the MARTA Dunwoody Rail Station. Some portions of the development, currently proposed as surface parking, fall directly underneath the MARTA rail bridge that leads into the station. MARTA has air right where the rail bridge traverses the property, and ground rights where the bridge columns are anchored as well as at the location of an emergency stair exit from the Dunwoody Station above. To improve accessibility of the Dunwoody station MARTA will in future explore the feasibility of converting the emergency exit to a general entrance into the station. We believe this creates a valuable opportunity for MARTA and the developers to draw on the benefits of having a rail entrance on the development.

Because a portion of the development is underneath the MARTA rail bridge it would be necessary for the project design concept to be coordinated with MARTA's Engineering Department. We can thus ensure that appropriate design safeguards are in place to protect the bridge columns from accidental contacts from vehicles using the surface parking. For this we request that design plans for the project, specifically the sections underneath the MARTA rail bridge or abutting the columns and stairs, be submitted to our engineering staff for review. The engineering staff contact person for this effort is Mahesh Mehta who can be reached at 404-848-5858. MARTA supports this project and recommends incorporating pedestrian enhancement concepts to take advantage of the transit rail station nearby.

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

Haley Fleming

From: Moore, Mark [mark.moore@sandyspringsga.org]
Sent: Tuesday, November 13, 2007 4:26 PM
To: Haley Fleming
Cc: Coleman, Garrin; Drysdale, Jon
Subject: DRI Review - 236 Perimeter MUD

Sandy Springs has reviewed the DRI proposal for 236 Perimeter Center MUD, and we have no comment at this time. Please let us know if the proposal changes or if you have any specific questions for our jurisdiction.

Mark Moore, Transportation Planner

City of Sandy Springs
7840 Roswell Road, Building 500
Sandy Springs, GA 30350
P) 770-206-2551
F) 770-206-2578
C) 404-867-1640
www.sandyspringsga.org

Developments of Regional Impact

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DRI #1582

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: 236 Perimeter Mixed Use Development

Location (Street Address, GPS Coordinates, or
Legal Land Lot Description): 236 and 240 Perimeter Center Parkway

Brief Description of Project: The redevelopment of the property with a 25-story 600,000gsf office building and an 18-story, 200 room hotel, with deck parking.

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:		Rubinstein Atlanta Perimeter, 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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DRI #1582

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: 236 Perimeter Mixed Use Development

DRI ID Number: 1582

Developer/Applicant: Rubinstein Atlanta Perimeter, 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:

185 million

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

12.5 million

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

(not selected)

Yes

No

Will this development displace any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc): 8500 sf Fuddruckers Restaurant 8700 sf Chequers Restaurant	
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)?	0.158
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	RM Clayton WWTP
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.126
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.)	am in: 689; am out: 127 - pm in: 176; pm out: 619
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below:Please refer to the traffic study performed by Kimley Horn and Associates	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	approx. 2225 tons
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	(not selected) Yes No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

approx. 90%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The project will include detention to mitigate storm water impacts and water quality BMP's

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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