

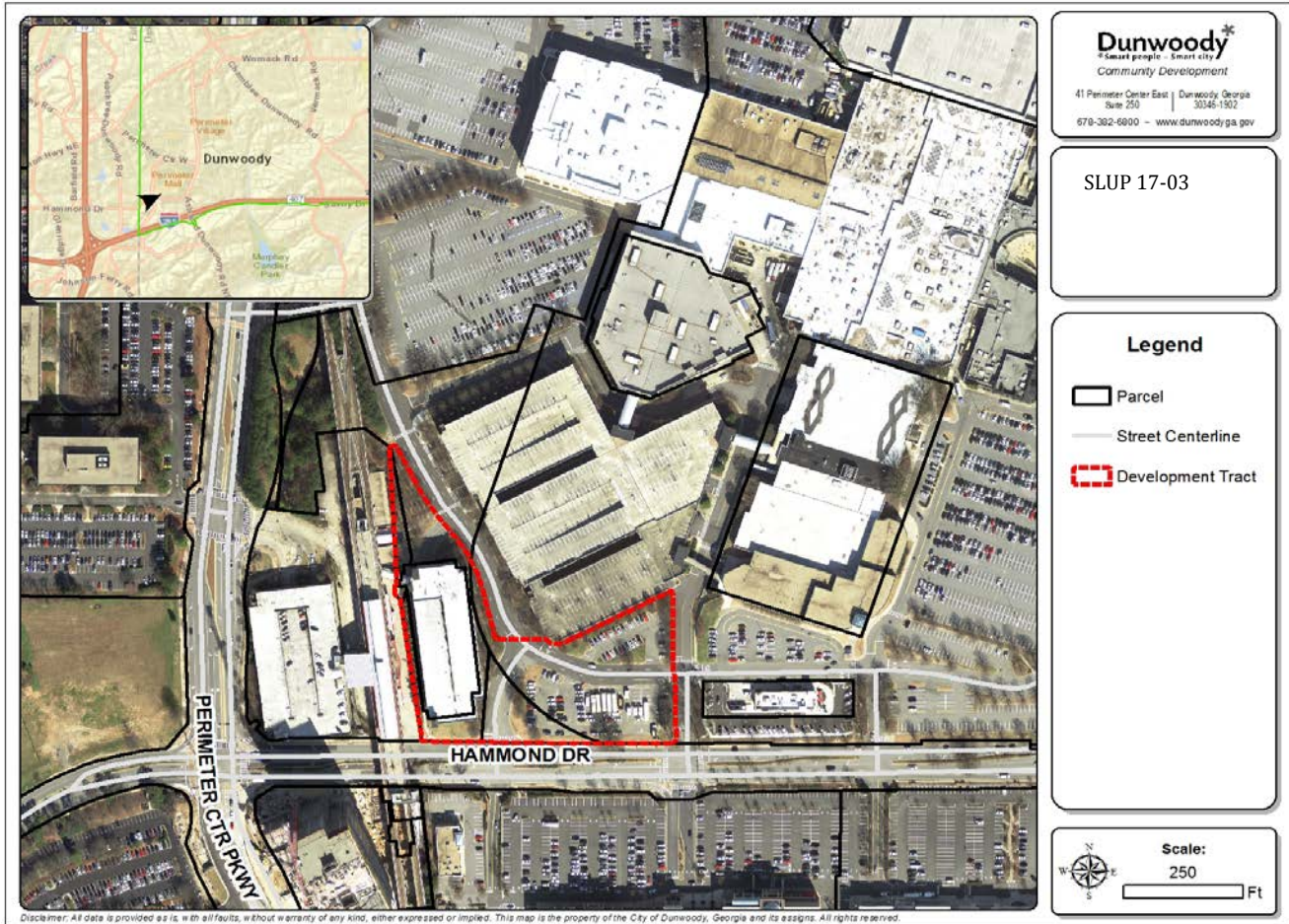
**MEMORANDUM**

To: City Council

From: John Olson, AICP

Date: September 11, 2017

**Subject:** **SLUP 17-03:** Jessica Hill of MMMLaw, attorney for the applicant, on behalf of Trammell Crow Company, applicant of a portion of 1134 Hammond Road and 4400 Ashford Dunwoody Drive, Dunwoody, GA 30346, seeks a Special Land Use Permit from Chapter 27, Section 27-73(b) to increase the building height in a C-1 (Local Commercial) District from 2 stories/35 feet to permit a 16-story office building with ground floor commercial use and 10-story hotel. The tax parcel of the properties are 18-348-01-020 and 18 348 01 006.



**BACKGROUND**

The subject site is found on a portion of the Perimeter Mall campus, located at the northeast corner of Hammond Drive and the Marta rail line. The site is currently improved with a 119

space mall surface parking lot, 619-space MARTA parking deck (owned by Perimeter Mall, LLC), and a small, southwest section of the mall access road (Mall Loop Road). The area around the site consists of a Chick-fil-A outparcel to the east, the Dunwoody MARTA Station to the west, a two-story, 2,544-space Perimeter Mall parking deck to the north, and big box retail shopping center, across Hammond Drive to the south. Additionally, the State Farm Headquarters is found across Hammond Drive to the southwest. The general vicinity of the area consists of a balance of shopping, restaurants, and office high-rise buildings. The site is zoned C-1 (Commercial) District and part of the Perimeter Center Overlay. According to the recently approved Perimeter Center Zoning Districts, the development parcel is also envisioned as a PC-1 (Perimeter Center) District, which is intended to support higher density development in proximity to MARTA.

### **SITE PLAN ANALYSIS**

The applicant (Perimeter Mall, LLC), on behalf of Trammell Crow Company seeks a Special Land Use Permit from Chapter 27, Section 27-73(b) to increase the maximum allowable building height in a C-1 (Local Commercial) District from 2 stories/35 feet to permit a 16-story office building with ground floor commercial use and 10-story hotel. In 2016, the City of Dunwoody approved SLUP 16-092 to allow a 16-story office building with ground floor commercial and retail uses.

In response to market demands for the development of hotels adjacent to MARTA, the applicant has proposed to modify the site plan to include a 10-story hotel. Review of the site plan, however, indicates that the revised site plan reflects a similarly scaled and sited 16-story office building to the one previously approved. Additionally, the subject SLUP request is associated with the following companion variance requests (case ZBA 17-013), which are scheduled to be heard by the Zoning Board of Appeals on September 7, 2017:

1. To encroach the front yard setback for the construction of a 16-story office building (Development Parcel);
2. To encroach the front yard setback for an existing 619-car parking garage (Development Parcel);
3. To encroach into the rear yard setback for the construction of a 16-story building (Development Parcel);
4. To encroach in the rear yard setback for the construction of a 10-story hotel (Development Parcel);
5. To encroach in the side yard setback for the construction of a 10-story hotel (Development Parcel);
6. To encroach into the side yard setback for the construction of a 16-story office building (Development Parcel);
7. To encroach in the side yard setback for an existing 619-car parking garage (Development Parcel); and
8. To encroach into the adjacent property side yard setback for an existing parking garage (Mall Parcel)

The subject property is currently part of the total 85.5 acre Perimeter Mall campus, which is currently owned by Perimeter Center, LLC. In order to create a development parcel, a 4.25 acre tract is proposed to be subdivided from the total acreage of the Mall property. The submitted site plan indicates that the proposed development parcel has an irregular L-shape that is defined by 523 feet of frontage along Hammond Road and 663 feet of frontage along MARTA's rail line. The proposed mixed use development will be served by two existing full movement driveways along Hammond Drive, as well as two private mall roads that pass





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thru the eastern portion of the site. According to the applicant, the Perimeter Mall will retain ownership of the private roads that bisect the site, and the developer will acquire air rights over the roads to facilitate construction of the parking deck and pedestrian connection.

Based on the plans submitted to staff, the future development parcel will include 347,440 square feet of office with 3 parking levels and ground floor restaurant uses. To foster pedestrian activity from the Dunwoody MARTA Station, the proposal includes an elevated pedestrian connection between the proposed office building and the existing 619-space MARTA parking deck. In an effort to improve traffic flow and create more walkable blocks, the applicant plans call for a minor reconfiguration of the Mall loop road in and around the site. Overall, the streetscape improvements shown on the plans are intended to show compliance with the current Perimeter Center Overlay requirements.

**PARKING ANALYSIS**

<u>PARKING CALCULATIONS:</u>	<u>BLDG. AREA</u>	<u>REQ. RATIO</u>	<u>REQ. PKG</u>
OFFICE AREA:	347,440 GSF	3.3/1000	1,147 SPACES
RESTAURANT AREA:	11,079 GSF	6.67/1000	74 SPACES
HOTEL GUEST ROOMS	193 RM	1.25/RM	242 SPACES
		SUBTOTAL:	1,463 SPACES
		20% REDUCTION FOR PROXIMITY TO MARTA:	(292) SPACES
		EST. 13% REDUCTION FOR SHARED PARKING :	(152) SPACES
		TOTAL REQUIRED PARKING:	1,019 SPACES
<b>PARKING PROVIDED:</b>	<b>EXISTING DECK</b>		<b>619 SPACES</b>
	<b>PROPOSED DECK</b>		<b>410 SPACES</b>
	<b>TOTAL PARKING PROVIDED:</b>		<b>1,029 SPACES</b>

The development parcel contains a 619-space parking deck just east of the MARTA station that is leased to MARTA by Perimeter Mall, LLC (the owners of Perimeter Mall). Due to low parking occupancy, they plan to exit the lease and transfer all their parking into an adjoining parking structure along the west side of the MARTA Station. From a utilization perspective, MARTA has no concerns as it related to the loss of the leased 619 space parking deck, as they have determined sufficient space is available in the adjoining deck.

Subsequent to the exit of the lease, the applicant plans purchase and repurpose the 619-space parking deck for the new development. To cover the balance parking requirements, another 410 spaces will be provided within the 16-story office building. To evaluate the net parking supply, the applicant has submitted a shared parking analysis. In response to anticipated parking needs, the applicant has also requested a 20% reduction for MARTA adjacency, and 13% reduction for shared parking, resulting in a total reduction of parking from 1,463 to 1,029 spaces.

**TRAFFIC ANALYSIS**

In response to staff’s request, the applicant submitted a traffic impact study for the project. Based on the analysis, the proposed land use densities associated with the proposed development are projected to generate 7.9% and 1.4% fewer vehicular trips during the AM and PM peak hours and 7.1% more daily traffic than the previously studied 457,000 square foot Nexus at Perimeter development.



**TREES**

Based upon the submitted tree plan, it appears that there are approximately 83 trees found on the project site. Of this total, 40 trees are proposed to be taken down for sidewalks/bike lanes, Hammond Drive improvements, and for the development of the project. Due to the addition of the hotel to the site, the project will result in the removal of 3 more trees than what was proposed in the 2016 application (SLUP16-092). In response to the changes, the developer plans to replant 34 more trees than SLUP16-092, resulting in a total of 143 trees on site, and a quantity of 60 more trees than what exists today. It is important to note that two over-story, hardwood specimen trees will be removed as a result of the Hammond Drive improvements, not the project.

**SURROUNDING LAND ANALYSIS**

Direction	Zoning	Use	Current Land Use
N	C-1	Perimeter Mall Shopping Center	Commercial
S	C-1	Shopping Center	Commercial
E	C-1	Restaurant	Commercial
W	C-1	Dunwoody MARTA Station	Transportation

**ZONING ANALYSIS**

Procedural excerpts from the code as discussed herein are provided below. Portions of the Comprehensive Plan related to the Perimeter Center Character Area are attached for consideration.

**Zoning Ordinance Analysis**

**Purpose:**

Through the process of a Special Land Use Permit, the applicant has requested to increase the building height in a C-1 (Local Commercial) District from 2 stories/35 feet to a 16-story office building with ground floor commercial use and 10-story hotel.

**Relevant Code Sections:**

1. Section 27-97(b): The maximum building height (stories/feet) in a C-1 district is 2 stories and 35 feet.
2. Section 27-97(b)(4): Buildings in excess stated height limits may be approved through the special land use permit procedures of article V, division 3.

**Review and Approval Criteria**

Chapter 27, Section 27-359 identifies the following criteria to be applied by the department of planning, the planning commission, and the city council in evaluating and deciding any application for a special land use permit. No application for a special land use permit shall be granted by the city council unless satisfactory provisions and arrangements have been





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made concerning each of the following factors, all of which are applicable to each application:

1. Whether the proposed use is consistent with the policies of the comprehensive plan; ***Pursuant to the 2016 Comprehensive Plan, the future land use map in the Plan identifies the future land use of subject property as "Perimeter Center", which is defined as a "livable regional center with office, retail, mixed-use, and multi-use residential buildings". The subject site is located within Perimeter Center Character Area and the intended PC-1 District, which seeks to have the highest intensity of buildings, support new hotel development, reduce excessive surface parking near MARTA, attract a high level of employment uses, including active ground story uses and create a pedestrian and bicycle oriented environment. Considering these goals, the proposal to replace an existing, underutilized surface parking lot into a pedestrian friendly, multi-story, mixed-use development remains consistent with the policies of Comprehensive Plan.***
2. Whether the proposed use complies with the requirements of this zoning ordinance; ***The proposed office, hotel and commercial uses are permitted under the existing C-1 District; however, under the zoning category, a Special Land Use Permit is required for any building taller than 2 stories or 35 feet.***

***The PC District Regulating map identified in the PC District regulations support the site being rezoned to a PC-1 District. As such, if the site were to be rezoned to a PC-1 District, all requested building heights would be allowed by right.***

3. Whether the proposed site provides adequate land area for the proposed use, including provision of all required open space, off-street parking and all other applicable requirements of the subject zoning district; ***The subject parcel is currently zoned C-1 and contains approximately 4.25 acres of land, which is adequate to create a mixed use, multi-story development. The development provides adequate open space as required by zoning and demonstrates compliance with Perimeter Center Overlay streetscaping requirements. Review of the site plan confirms that the lot coverage after right-of-way expansion is 77%, which remains below the 80% maximum allowance within the C-1 zoning. As previously noted, the project will be constructed on an underutilized section of Mall surface parking, so much of the site is currently paved.***
4. Whether the proposed use is compatible with adjacent properties and land uses, including consideration of:
  - a. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust or vibration generated by the proposed use; ***The proposal to increase the building height will not create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust or vibration generated.***
  - b. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use; ***The proposed uses are allowed under the existing C-1 zoning district, and therefore, will not create adverse impacts upon any adjoining land use. The request to increase the building height will have no impact concerning the hours of operation.***

- c. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use;  
***An increase in the building height for office and hotel uses would not create adverse impacts upon any adjoining land use. As a manner of operation, the proposed hotel and office use is similar to surrounding commercial and office uses nearby.***
- d. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the character of vehicles or the volume of traffic generated by the proposed use;  
***Due to new jobs, arrival of hotel guests, and other commercial and office uses, it is anticipated there will be increases in the volume of traffic as a result of the development. As previously noted, the proposed land use densities associated with the proposed development are projected to generate 7.9% and 1.4% fewer vehicular trips during the AM and PM peak hours but 7.1% more daily traffic than the previously studied 457,000 square foot Nexus at Perimeter development. However, it is expected that some traffic impacts will be mitigated through the use of MARTA.***
- e. Whether the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of adjacent and nearby lots and buildings; and  
***The size, scale and massing of proposed buildings are appropriate in relation to the size, scale and massing of adjacent buildings. As a comparison, the overall development will maintain a lower height than 21-story State Farm Headquarters which is found diagonal to the site, across Hammond Drive.***
- f. Whether the proposed plan will adversely affect historic buildings, sites, districts, or archaeological resources.  
***The proposed plan will not have an impact on any historic buildings, sites, districts, or archaeological resources. The area on the site which the applicant proposes to develop is already built upon with surface parking, roads, and a parking deck, all of which have no historic significance.***
5. Whether public services, public facilities and utilities—including motorized and non-motorized transportation facilities—are adequate to serve the proposed use;  
***Public services, facilities and utilities are sufficient to serve the proposed use. The adjacency to MARTA makes the site ideal for higher density development.***
6. Whether adequate means of ingress and egress are proposed, with particular reference to non-motorized and motorized traffic safety and convenience, traffic flow and control and emergency vehicle access;  
***Vehicular means of ingress and egress are not proposed to be changed as they currently exist and emergency vehicle access is proposed to be sufficient. It can be expected that traffic is increased as a function of the development; however, with the site's proximity to MARTA and I-285, it is unlikely that adjacent land uses will be adversely affected by the volume of cars created by the proposed use. Further, the pedestrian flow in and out of***





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***the site is greatly improved with sidewalks and elevated pedestrian walkways, allowing for safe and convenient access to MARTA.***

7. Whether adequate provision has been made for refuse and service areas; and  
***The site plan proposes an interior garage service port designed for refuse and surface areas. Based on the design and layout, it is found within the building and hidden from public view, so provision for refuse and services appear to be adequate.***
8. Whether the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building.  
***The proposed 16-story office and 10-story hotel may cause some shadow impact to the mall parking deck to the north; however, there will be no negative shadow impact to any other adjoining building.***

## SUMMARY

An increase in building height to 16 stories for an office building and 10 stories for a hotel would be suitable in light of other 10 to 30-story buildings in the area. As well, the redevelopment of the property as indicated on the site plan would be consistent with the vision of the Dunwoody Comprehensive Plan and Perimeter Center Overlay, which emphasizes dense and walkable development near MARTA.

## PLANNING COMMISSION RECOMMENDATION

At their August 8, 2017 meeting, the Planning Commission heard the applicant's request for the subject SLUP. Following discussion with the applicant and staff, the Commission recommended approval with the following condition:

1. The plan will allow for a potential connection to the proposed Perimeter Park north of the station

## STAFF RECOMMENDATION

Based upon the findings and conclusions herein, staff recommends **Approval** of a SLUP to increase the maximum allowable building height in a C-1 (Commercial) District from (2) stories (35 feet) to 16 stories to allow for an office building and 10 stories to allow for a hotel with the following exhibits and conditions:

EXHIBIT A: Site plan, completed by Kimley Horn, received July 24, 2017

1. The subject property shall be developed in general conformity with Exhibit A above, with changes to meet land development and zoning regulations.
2. Prior to the issuance of a building permit, a final plat shall be reviewed and approved by the City of Dunwoody and recorded with DeKalb County.
3. The street improvements recommended in the Hammond Drive Corridor Study shall be incorporated into the development along the full street frontage.
4. The westernmost site entrance from Hammond Drive shall be developed with minimum six-foot wide sidewalks. In the event a bike lane connection is provided on the property immediately north of the subject property, a bike lane shall be provided by the property owner. Nothing in this condition, however, shall require or obligate the owner of the property immediately north of the subject property to install bike lanes on its property.



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**Attachments**

- Ordinance granting SLUP 17-03
- Exhibit A: Site Plan received July 24, 2017
- SLUP Application Packet
- Planning Commission August 8, 2017 draft meeting minutes
- Perimeter Center Overlay
- Hammond Drive Corridor Study road section
- Renderings
- Maps
- Dunwoody Comprehensive Plan Excerpt
- Traffic Study
- Shared Parking Analysis
- Pocket Park Exhibit
- Project Traffic Comparison Analysis
- 2016 Approved Site Plan



**AN ORDINANCE TO AMEND THE CITY OF DUNWOODY ZONING  
MAP FOR ZONING CONDITIONS OF LOT PARCEL NUMBERS 18 348 01 020  
AND 18 348 01 006 IN CONSIDERATION OF SPECIAL LAND USE PERMIT  
SLUP 17-03 (1134 Hammond Road and 4400 Ashford Dunwoody Drive)**

**WHEREAS:** Notice to the public regarding said modification to conditions of zoning has been duly published in The Dunwoody Crier, the Official News Organ of the City of Dunwoody, Georgia; and

**WHEREAS,** Applicant Trammell Crow Company seeks a Special Land Use Permit from Chapter 27, Section 27-73(b) to increase the building height in the C-1 (Local Commercial) Zoning District from 2 stories/35 feet to construct a 16-story office building with ground floor commercial use and 10-story hotel, which is currently part of the Perimeter Mall property but is being proposed for a subdivision; and

**WHEREAS:** To foster pedestrian activity from the MARTA Station, an elevated pedestrian connection is being proposed between the proposed office building and the existing MARTA parking deck; and

**WHEREAS:** The development proposes to integrate streetscape improvements from the Hammond Drive Corridor Study and, to achieve same, will dedicate future Right-of-Way along Hammond Drive; and

**WHEREAS:** The Mayor and City Council find that this SLUP request would be consistent with the vision of the Dunwoody Comprehensive Plan and Perimeter Center Overlay and will have a positive impact on the area, transforming it into a walkable office and commercial center.

**NOW THEREFORE,** The Mayor and City Council of the City of Dunwoody hereby ordains and approves Special Land Use Permit 17-03 for this said property to allow an increase in building height from 2 stories/35 feet to permit a 16-story office building with ground floor commercial use and 10-story hotel. Development shall be in substantial compliance with the following exhibits and conditions:

EXHIBIT A: Site plan, completed by Kimley Horn, received July 24, 2017

- 1. The subject property shall be developed in general conformity with Exhibit A above, with changes to meet land development and zoning regulations.**
- 2. Prior to the issuance of a building permit, a final plat shall be reviewed and approved by the City of Dunwoody and recorded with DeKalb County.**
- 3. The street improvements recommended in the Hammond Drive Corridor Study shall be incorporated into the development along the full street frontage.**

4. The westernmost site entrance from Hammond Drive shall be developed with minimum six-foot wide sidewalks. In the event a bike lane connection is provided on the property immediately north of the subject property, a bike lane shall be provided by the property owner. Nothing in this condition, however, shall require or obligate the owner of the property immediately north of the subject property to install bike lanes on its property.

**SO ORDAINED AND EFFECTIVE**, this \_\_\_\_ day of \_\_\_\_\_, 2017.

Approved by:

\_\_\_\_\_  
Denis L. Shortal, Mayor

Attest:

Approved as to Form and Content

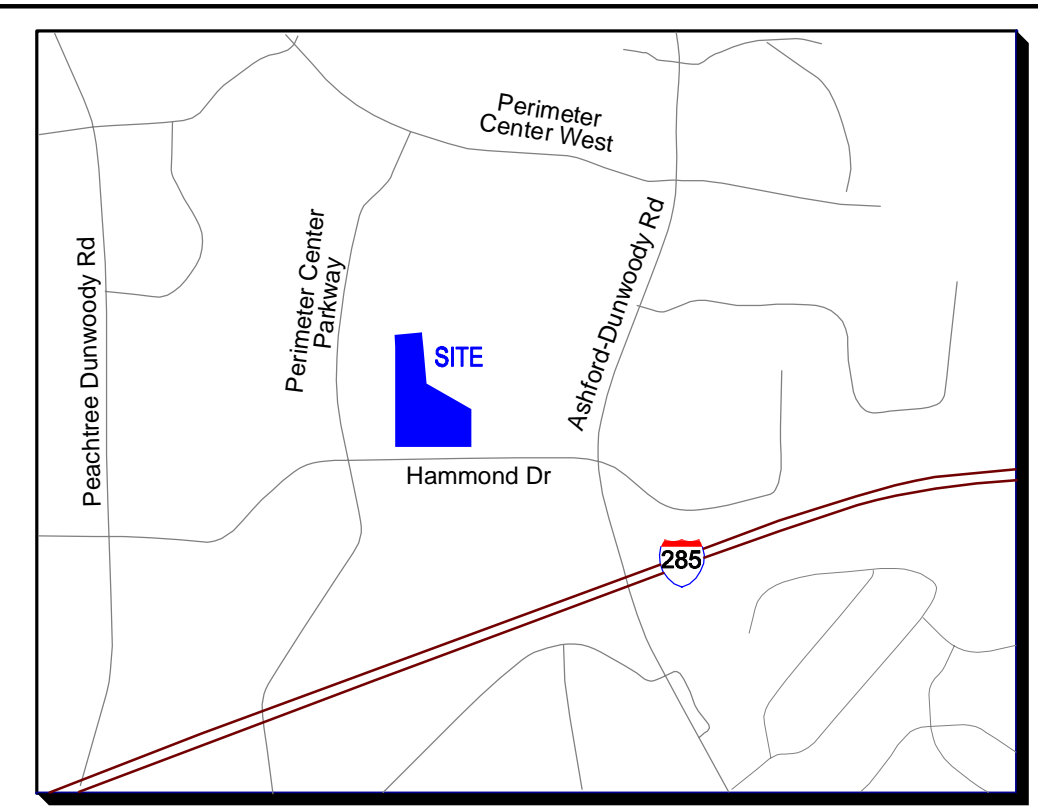
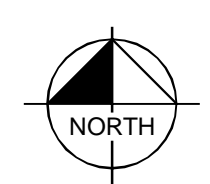
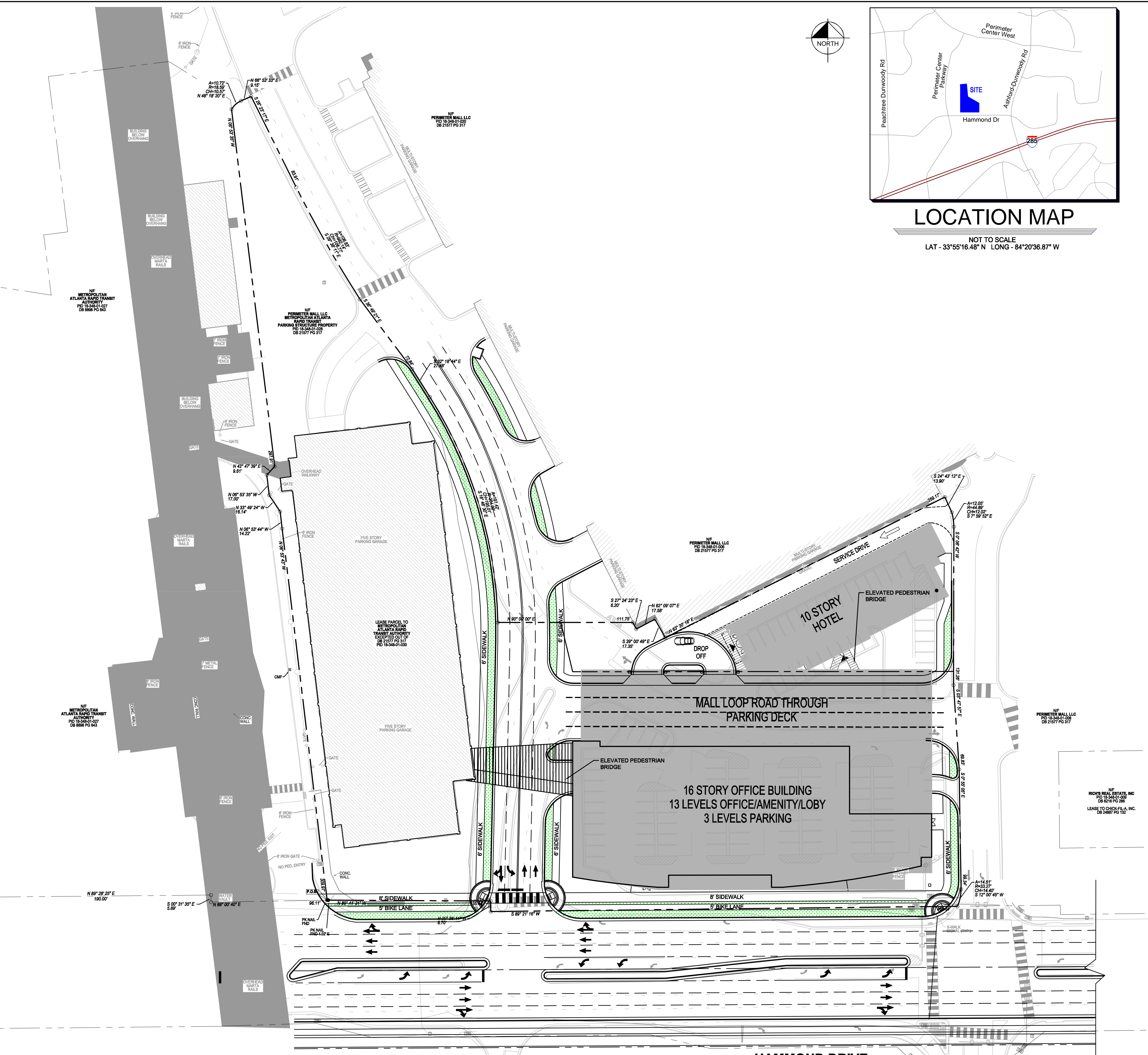
\_\_\_\_\_  
Sharon Lowery, City Clerk

\_\_\_\_\_  
City Attorney

SEAL



Drawing name: \\kimley-horn.com\SE\_AMT2\ALP\_PR\011058025\_Central Perimeter Office\CAD\Exhibits\Re zoning Plan\2017-07-24 SITE PLAN EXHIBIT.dwg Fig 1 Jul 2  
This document, together with the concepts and designs presented herein, is an instrument of service, as an instrument of service, and shall be without liability to Kimley-Horn and Associates, Inc. unless it is signed by a duly licensed professional engineer or architect.



### LOCATION MAP

NOT TO SCALE  
LAT - 33°55'16.48" N LONG - 84°20'36.87" W

**DEVELOPMENT SUMMARY CHART:**

PROPERTY SIZE:	185,189 SF (4.25 ACRES)		
CURRENT ZONING:	C1		
<b>BUILDING DATA:</b>	PROPOSED OFFICE BUILDING		
OFFICE AREA (GROSS)	347,440 SF		
COMMERCIAL RESTAURANT/RETAIL	11,079 SF		
MAXIMUM BUILDING HEIGHT	260 FEET		
MAXIMUM NUMBER OF STORIES	16 TOTAL		
	13 OFFICE/LOBBY/AMENITY LEVELS		
	3 PARKING LEVELS		
<b>PROPOSED HOTEL</b>			
NUMBER OF GUEST ROOMS	193		
MAXIMUM BUILDING HEIGHT	130 FEET		
MAXIMUM NUMBER OF STORIES	10 STORIES		

SITE DATA:	REQUIRED	PROVIDED	VARIANCE REQUESTED*
SITE AREA	20,000 SF	185,189 SF	NO
SITE AREA AFTER ROW EXPANSION	20,000 SF	178,364 SF	NO
MINIMUM LOT FRONTAGE	100'	522'	NO
FRONT YARD SETBACK	50'	14'	YES
BEFORE ROW EXPANSION			
INTERIOR SIDE YARD SETBACK	20'	0'	YES
REAR YARD SETBACK	30'	14'	YES
FRONT YARD SETBACK	50'	0'	YES
AFTER ROW EXPANSION			
MAXIMUM LOT COVERAGE	80% MAX	78%	NO
MAXIMUM LOT COVERAGE AFTER ROW EXPANSION	80% MAX	77%	NO
MAXIMUM BUILDING HEIGHT (STORIES / FT)	3 / 35	16 / 260	YES / SLUP

\*VARIANCES ARE SHOWN ON SHEET 2 - SITE VARIANCE DIAGRAM

**PARKING CALCULATIONS:**

	BLDG. AREA	REQ. RATIO	REQ. PKG
OFFICE AREA:	347,440 GSF	3.3/1000	1,147 SPACES
RESTAURANT AREA:	11,079 GSF	6.67/1000	74 SPACES
HOTEL GUEST ROOMS	193 RM	1.25/RM	242 SPACES
		SUBTOTAL:	1,463 SPACES
		20% REDUCTION FOR PROXIMITY TO MARTA:	(292) SPACES
		REDUCTION FOR SHARED PARKING:	(216) SPACES
		TOTAL REQUIRED PARKING:	954 SPACES

PARKING PROVIDED:	EXISTING DECK	619 SPACES
	PROPOSED DECK	410 SPACES
	TOTAL PARKING PROVIDED:	1,029 SPACES

**PROPOSED SITE MEETS PARKING REQUIRMENTS**

BICYCLE PARKING REQUIRED: MIN. 2 OFFICE USE + 146 TRANSIT REDUCTION = 148 SPACES  
BICYCLE PARKING PROVIDED: 148 SPACES

BICYCLE PARKING WILL BE PROVIDED IN MULTIPLE LOCATION THROUGHOUT THE DEVELOPMENT. A LOCATION WILL BE PROVIDED IN THE EXISTING DECK FOR RIDERS USING MARTA TO ACCESS THE SITE. A LOCATION WILL BE PROVIDED ON THE GROUND LEVEL OF THE PROPOSED OFFICE BUILDING ADJACENT TO THE FITNESS CENTER. SEVERAL LOCATIONS WILL BE PROVIDED AT GROUND LEVEL ALONG HAMMOND DRIVE AND THE SIDE STREETS.

**LOT COVERAGE PRIOR TO RIGHT-OF-WAY EXPANSION:**

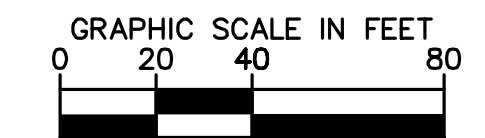
TOTAL SITE AREA	185,189 SF
OFFICE BUILDING FOOTPRINT	55,914 SF
HOTEL FOOTPRINT	11,286 SF
EXISTING PARKING DECK FOOTPRINT	40,314 SF
DRIVES SIDEWALKS BIKE LANES	36,362 SF
TOTAL IMPERVIOUS AREA	143,876 SF
TOTAL OPEN AREA	41,313 SF
PERCENTAGE IMPERVIOUS AREA	78%

**LOT COVERAGE AFTER RIGHT-OF-WAY EXPANSION:**

TOTAL SITE AREA	178,364 SF
OFFICE BUILDING FOOTPRINT	55,914 SF
HOTEL FOOTPRINT	11,286 SF
EXISTING PARKING DECK FOOTPRINT	40,314 SF
DRIVES SIDEWALKS BIKE LANES	30,515 SF
TOTAL IMPERVIOUS AREA	138,029 SF
TOTAL OPEN AREA	40,335 SF
PERCENTAGE IMPERVIOUS AREA	77%

Notes:  
The proposed improvements shown along Hammond Drive are based on a Conceptual Corridor Study performed by the City's consultant. The improvements are shown on these plans for the purpose of understanding how the future improvements will impact the proposed site and surrounding properties. The Owner/Developer will provide Hammond Drive improvements as required by the City as shown on these plans along the northern side of Hammond Drive on existing or future right of way abutting property on which they own. Other Hammond Drive improvements are shown on this plan for informational purposes only.

The streetscape improvements shown on these plans are intended to show compliance with current overlay requirements and are subject to change as needed during design, permitting and construction. Additionally, streetscape improvements are subject to approval and agreement between concurrent, contiguous, and adjacent property owners.



PROJECT:	CENTRAL PERIMETER OFFICE 1134 HAMMOND DRIVE	TITLE:	SITE PLAN
DATE:	07/05/2017	PROJECT NO.:	011058025
SHEET:	#2		

SCALE:	DRAWN BY:	DESIGNED BY:	CHECKED BY:

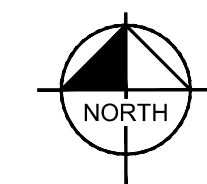
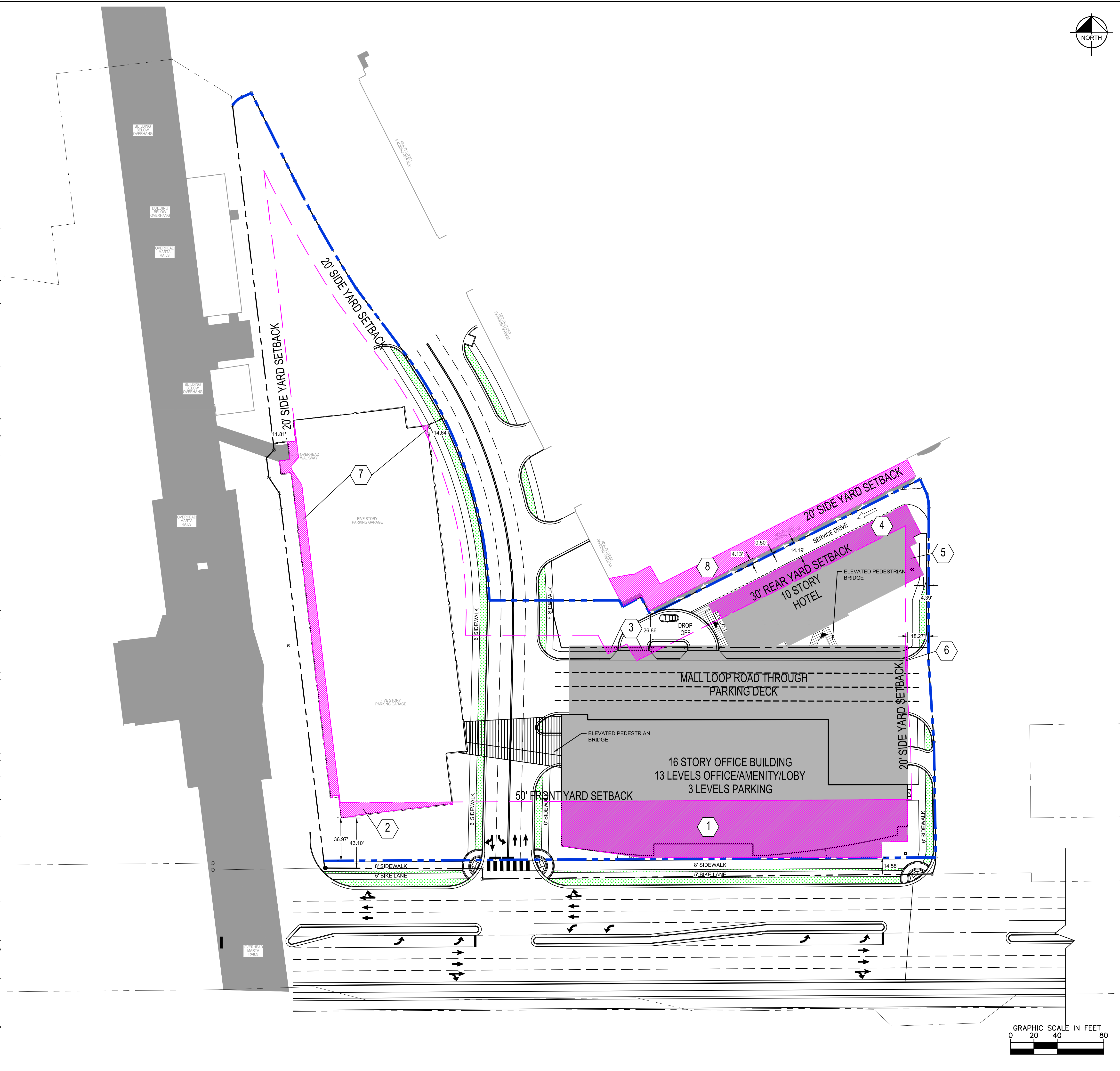
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**Trammell Crow Company**  
3280 PEACHTREE ROAD  
SUITE 1400, ATLANTA, GA 30305

CLIENT:

NO.	DATE	REVISIONS
7		
6		
5		
4		
3		
2		
1	07/24/2017	AMENDED FOR PROPERTY LINE





**LEGEND:**

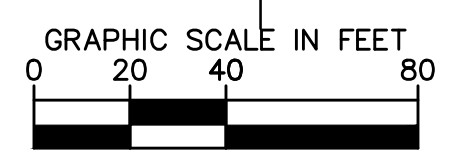
---	EXISTING PROPERTY LINE
---	PROPOSED PROPERTY LINE
---	YARD / SETBACK LINE
▨	SETBACK ENCROACHMENT AREA

PROPOSED SETBACK VARIANCES	
ITEM	DESCRIPTION
1	VARIANCE OF SECTION 27-73 TO ENCRUCH INTO THE FRONT YARD SETBACK FOR THE CONSTRUCTION OF A SIXTEEN STORY BUILDING.
2	VARIANCE OF SECTION 27-73 TO ENCRUCH INTO THE FRONT YARD SETBACK FOR AN EXISTING 618 CAR PARKING GARAGE.
3	VARIANCE OF SECTION 27-73 TO ENCRUCH INTO THE REAR YARD SETBACK FOR THE CONSTRUCTION OF A SIXTEEN STORY BUILDING.
4	VARIANCE OF SECTION 27-73 TO ENCRUCH INTO THE REAR YARD SETBACK FOR THE CONSTRUCTION OF A TEN STORY HOTEL.
5	VARIANCE OF SECTION 27-73 TO ENCRUCH INTO THE SIDE YARD SETBACK FOR THE CONSTRUCTION OF A TEN STORY HOTEL.
6	VARIANCE OF SECTION 27-73 TO ENCRUCH INTO THE SIDE YARD SETBACK FOR THE CONSTRUCTION OF A SIXTEEN STORY OFFICE BUILDING.
7	VARIANCE OF SECTION 27-73 TO ENCRUCH INTO THE SIDE YARD SETBACK FOR AN EXISTING 618 CAR PARKING GARAGE.
8	VARIANCE OF SECTION 27-73 FOR AN ADJACENT PROPERTY TO ENCRUCH INTO THE SIDE YARD SETBACK FOR AN EXISTING PARKING GARAGE.

Notes:

The proposed improvements shown along Hammond Drive are based on a Conceptual Corridor Study performed by the City's consultant. The improvements are shown on these plans for the purpose of understanding how the future improvements will impact the proposed site and surrounding properties. The Owner/Developer will provide Hammond Drive improvements as required by the City as shown on these plans along the northern side of Hammond Drive on existing or future right of way abutting property on which they own. Other Hammond Drive improvements are shown on this plan for informational purposes only.

The streetscape improvements shown on these plans are intended to show compliance with current overlay requirements and are subject to change as needed during design, permitting and construction. Additionally, streetscape improvements are subject to approval and agreement between concurrent, contiguous, and adjacent property owners.



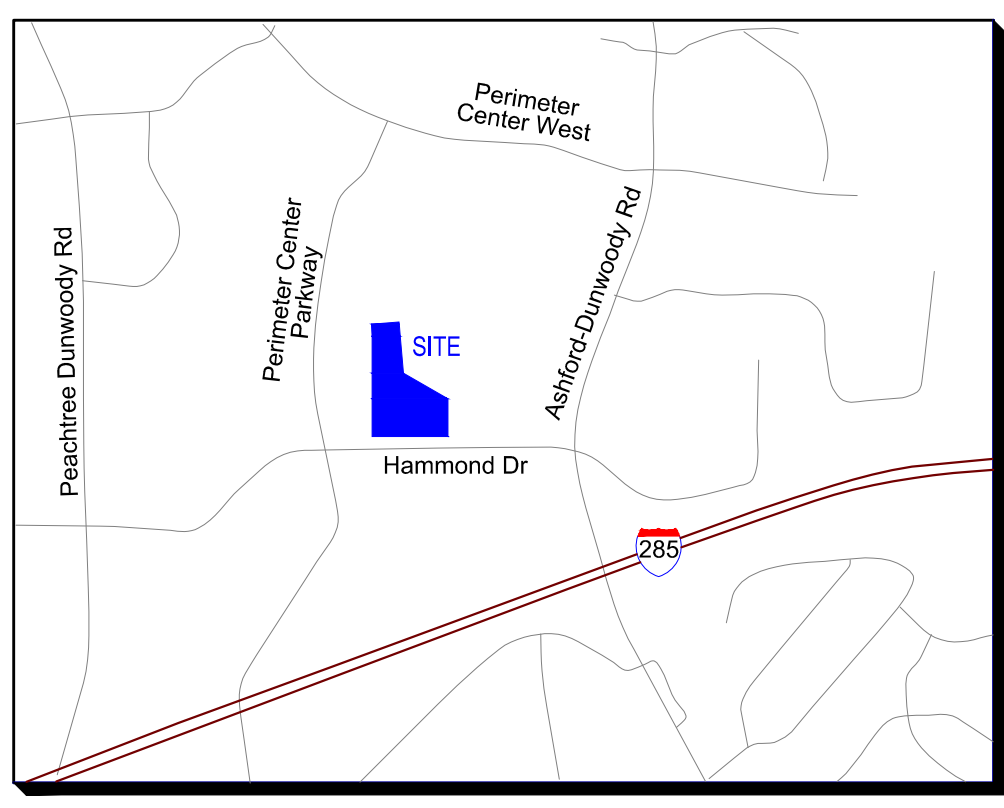
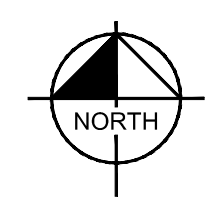
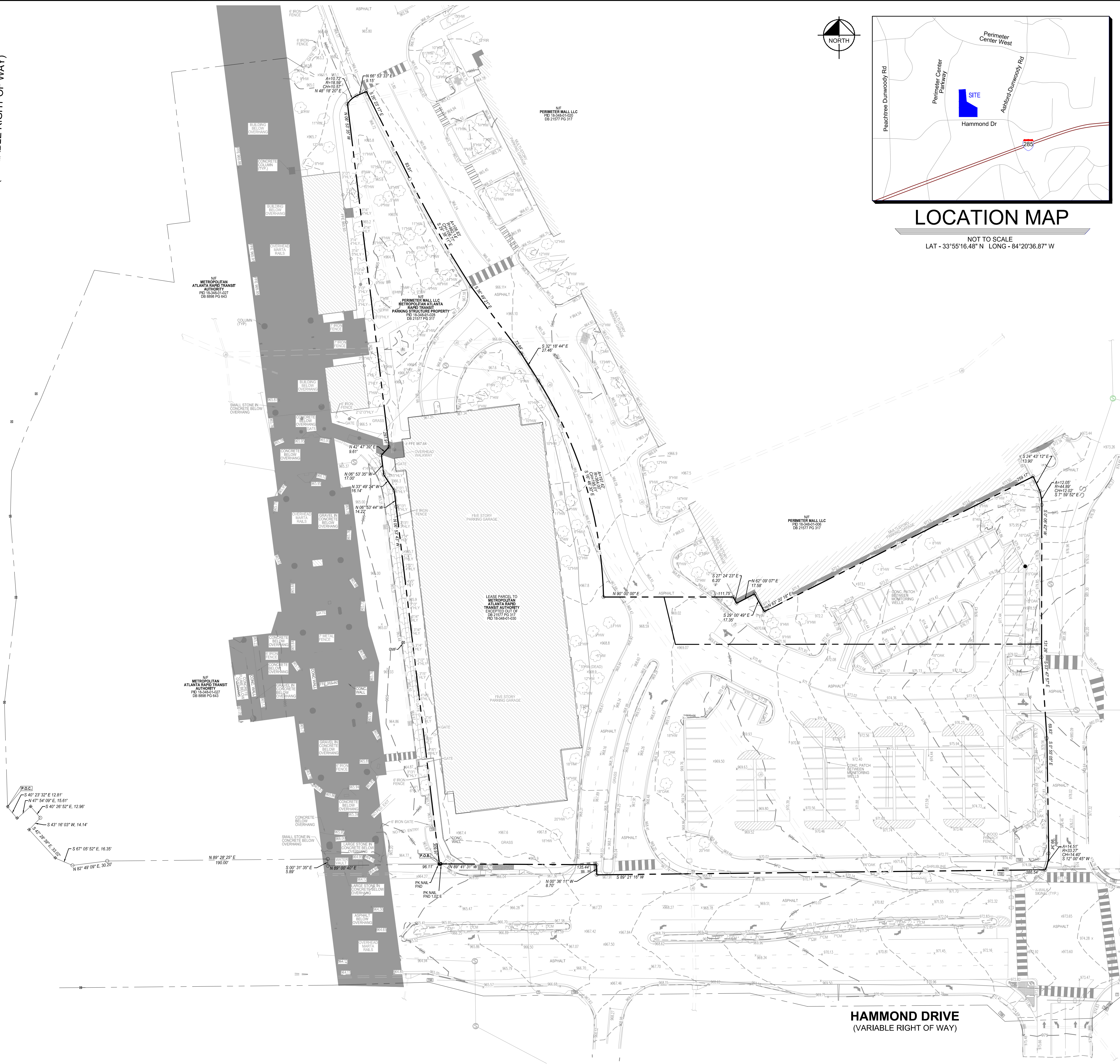
<p>© 2017 KIMLEY-HORN AND ASSOCIATES, INC. 10 ROSWELL STREET, SUITE 210 ALPHARETTA, GEORGIA 30009 PHONE (770) 619-4280 WWW.KIMLEY-HORN.COM</p>	No.	7	6	5	4	3	2	1	AMENDED FOR PROPERTY LINE	REVISIONS	
	DATE										
	#										
	BY										
	SCALE:										
	CLIENT:	CENTRAL PERIMETER OFFICE 1134 HAMMOND DRIVE SITE VARIANCE DIAGRAM									
PROJECT:	CENTRAL PERIMETER OFFICE 1134 HAMMOND DRIVE SITE VARIANCE DIAGRAM										
DATE	07/05/2017										
PROJECT NO.	011058026										
SHEET NUMBER	2										



Drawing name: K:\ALP\_PRL\101058026\_Central Perimeter Office\CA\Exhibits\Reasoning Plan\2017-07-24 SITE PLAN EXHIBIT.dwg Fig 3 Jul 21, 2017 1:08pm by: Reid, J.

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

(VARIABLE RIGHT OF WAY)



LOCATION MAP

NOT TO SCALE  
LAT - 33°55'16.48" N LONG - 84°20'36.87" W

LEGAL DESCRIPTION - "CENTRAL PERIMETER OFFICE"

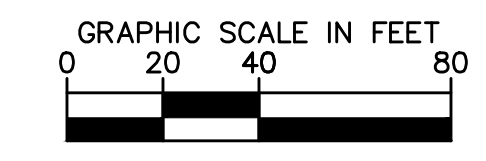
Being all that tract or parcel of land lying and being in Land Lot 348 of the 18TH District, City of Dunwoody, DeKalb County, Georgia and being more particularly described as follows:

Commencing at the point of intersection of the easterly right-of-way line of Perimeter Center Parkway (having a variable width right-of-way) and the northerly right-of-way line of Hammond Drive (having a variable width right-of-way); then, leaving the aforesaid right-of-way line of Perimeter Center Parkway and running with the said right-of-way line of Hammond Drive South 40° 23' 32" East, 12.81 feet; then, North 47° 54' 09" East, 15.61 feet to a concrete monument found; then, South 40° 26' 52" East, 12.96 feet; then, South 43° 16' 03" West, 14.14 feet; then, South 42° 28' 39" East, 33.02 feet; then, South 67° 05' 52" East, 16.35 feet; then, North 82° 49' 09" East, 30.20 feet; then, North 89° 28' 25" East, 190.00 feet; then, South 00° 31' 35" East, 5.89 feet; then, North 89° 00' 40" East, 96.11 feet to a PK Nail Found and the POINT OF BEGINNING.

Thence, from said POINT OF BEGINNING as thus established and leaving the aforesaid right-of-way line of Hammond Drive and running with property now or formerly owned by Metropolitan Atlanta Rapid Transit Authority per Deed Book 8898, Page 643 as recorded among the Land Records of DeKalb County, Georgia

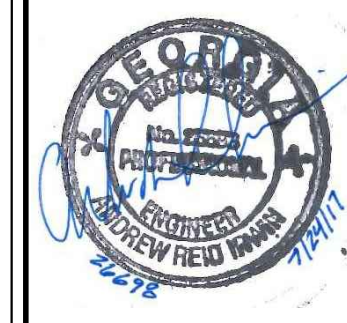
1. North 06° 53' 43" West, 309.97 feet to a point; then,
2. North 06° 53' 44" West, 14.22 feet to a point; then,
3. North 33° 49' 24" West, 16.14 feet to a point; then,
4. North 06° 53' 35" West, 17.00 feet to a point; then,
5. North 42° 47' 39" East, 9.61 feet to a point; then,
6. North 06° 53' 35" West, 297.91 feet to a point; then, leaving the aforesaid property of Metropolitan Atlanta Transit Authority
7. 10.72 feet along the arc of a curve deflecting to the right, having a radius of 18.59 feet and a chord bearing and distance of North 48° 18' 20" East, 105.7 feet to a point; then,
8. North 66° 53' 33" East, 9.15 feet to a point; then,
9. South 26° 23' 17" East, 83.91 feet to a point; then,
10. 106.83 feet along the arc of a curve deflecting to the right, having a radius of 982.14 feet and a chord bearing and distance of South 29° 38' 11" East, 106.77 feet to a point; then,
11. South 36° 49' 21" East, 72.84 feet to a point; then,
12. South 32° 18' 44" East, 27.46 feet to a point; then,
13. 197.42 feet along the arc of a curve deflecting to the left, having a radius of 364.00 feet and a chord bearing and distance of South 16° 46' 30" East, 195.01 feet to a point; then,
14. North 90° 00' 00" East, 111.75 feet to a point; then,
15. South 27° 24' 23" East, 6.20 feet to a point; then,
16. North 62° 09' 07" East, 17.58 feet to a point; then,
17. South 29° 00' 49" East, 17.35 feet to a point; then,
18. North 63° 20' 18" East, 259.17 feet to a point; then,
19. South 24° 43' 12" East, 13.90 feet to a point; then,
20. 12.05 feet along the arc of a curve deflecting to the left, having a radius of 44.89 feet and a chord bearing and distance of South 07° 59' 52" East, 12.02 feet to a point; then,
21. South 00° 06' 42" West, 131.26 feet to a point; then,
22. South 03° 47' 57" East, 69.83 feet to a point; then,
23. South 00° 55' 50" East, 99.34 feet to a point; then,
24. 14.51 feet along the arc of a curve deflecting to the left, having a radius of 33.27 feet and a chord bearing and distance of South 12° 00' 45" West, 14.40 feet to a point; on the aforesaid right-of-way line of Hammond Drive; then, running with the said right-of-way line of Hammond Drive
25. South 89° 21' 16" West, 386.54 feet to a point; then,
26. North 00° 36' 11" West, 8.70 feet to a point; then,
27. North 89° 41' 31" West, 135.44 feet to the POINT OF BEGINNING, containing 185,189 square feet or 4.2513 acres of land, more or less.

Described property is subject to all rights-of-way (public and private) and easements, both recorded and unrecorded.



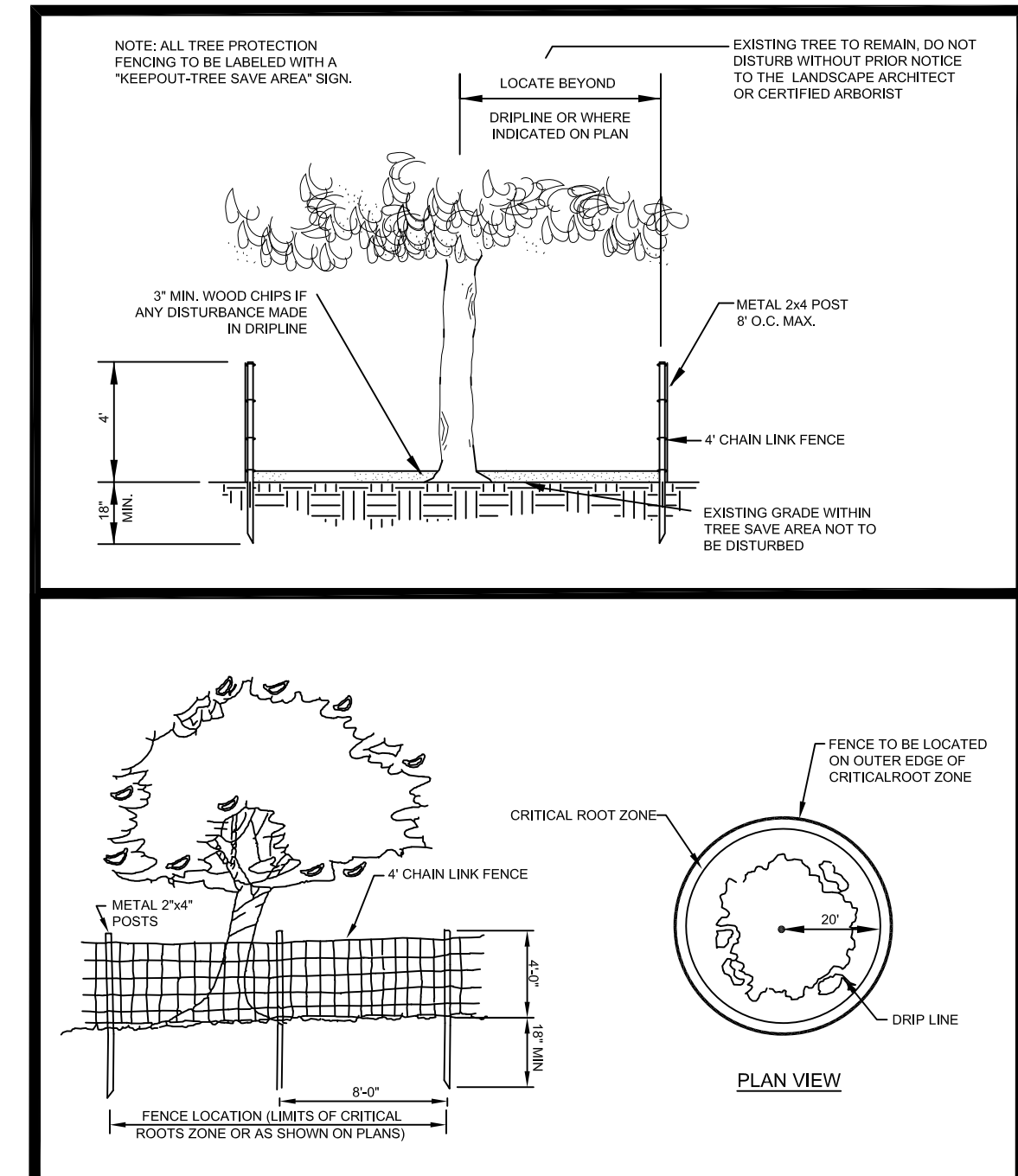
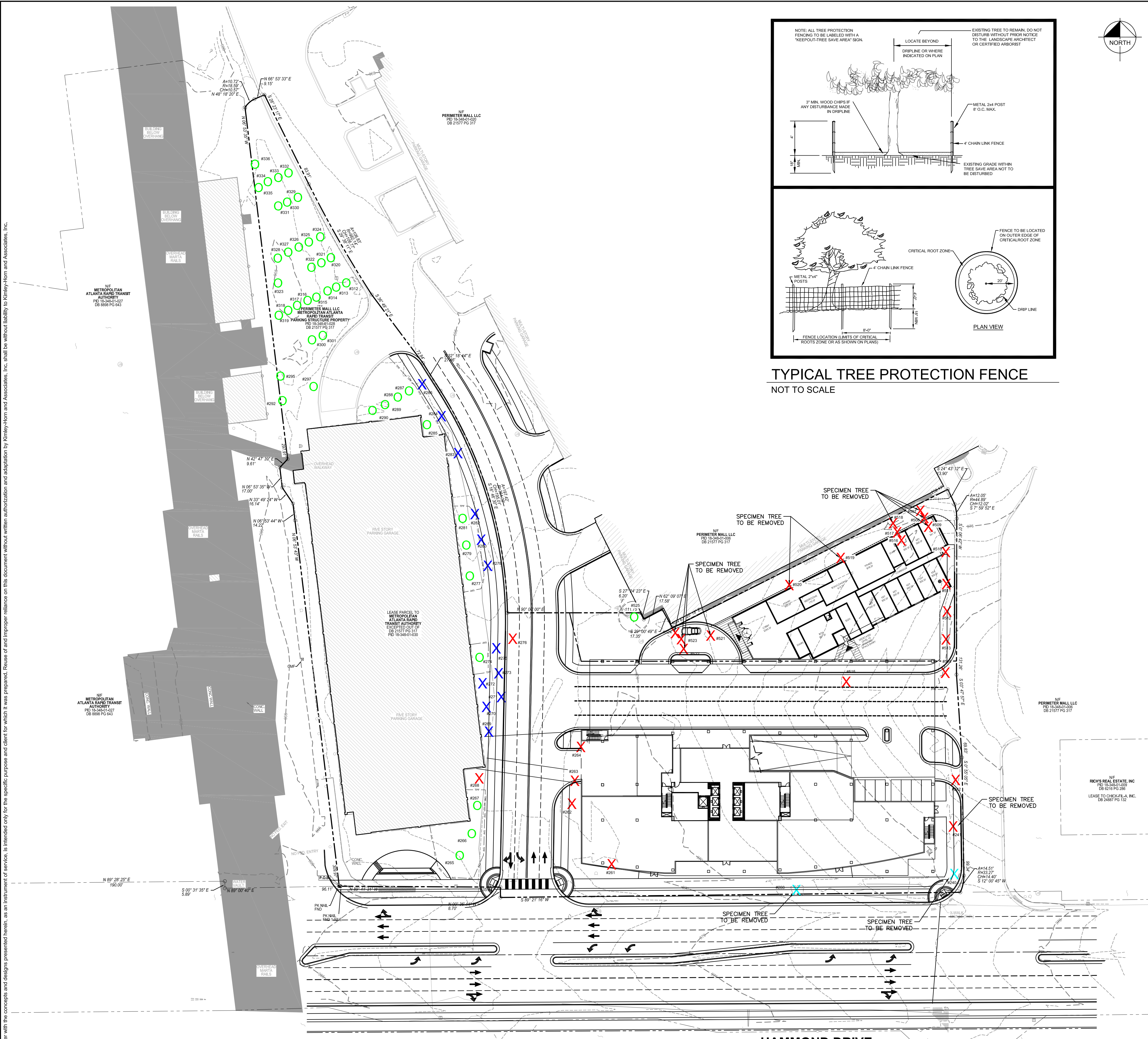
PROJECT:	CENTRAL PERIMETER OFFICE		DATE	07/05/2017
	1134 HAMMOND DRIVE			
CLIENT:	Trammell Crow Company		TITLE:	#2.
	3280 PEACHTREE ROAD SUITE 1400, ATLANTA, GA 30305			
DRAWN BY:	DESIGNED BY:	CHECKED BY:	REVISIONS	DATE
SCALE:		DRAWN BY:		07/26/2017
DESIGNED BY:		CHECKED BY:		AMENDED FOR PROPERTY LINE
CHECKED BY:		REVISIONS		07/26/2017
CLIENT:		REVISIONS		DATE
PROJECT:		CENTRAL PERIMETER OFFICE		BY
TITLE:		BOUNDARY AND LEGAL DESCRIPTION		

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10 ROSWELL STREET, SUITE 210  
ALPHARETTA, GEORGIA 30009  
PHONE (770) 619-4280  
WWW.KIMLEY-HORN.COM

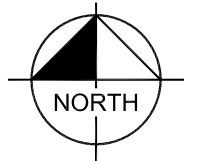




Drawing name: K:\VMT\_URC\018948003\_Perimeter Plaza\CAD\Plan\Sheets\L100\_TREE REPLACEMENT.dwg Tree Save and Removal Jul 24, 2017 9:13am by: janzhar



TYPICAL TREE PROTECTION FENCE  
NOT TO SCALE



**TREE REMOVAL LEGEND**

- TREES TO BE SAVED
- ✕ TREES REQUIRING REMOVAL DUE TO PROJECT
- ✕ TREES REQUIRING REMOVAL DUE TO HAMMOND DRIVE IMPROVEMENT
- ✕ TREES REQUIRING REMOVAL DUE TO PRIMARY STREET SIDEWALK AND BIKE LANE
- — — TREE PROTECTION FENCE

TREE #	DESCRIPTION	DBH (INCHES)	RTF	
265	WILLOW OAK	19	2	
266	WILLOW OAK	20	2.2	
267	WILLOW OAK	14	1.1	
274	CHINESE ELM	12	0.8	
277	CHINESE ELM	12	0.8	
279	RED MAPLE	5	0.3	
281	CHINESE ELM	11	0.7	
285	CHINESE ELM	10	0.6	
287	CHINESE ELM	7	0.3	
288	CHINESE ELM	8	0.5	
289	CHINESE ELM	7	0.3	
290	CHINESE ELM	9	0.5	
292	RED MAPLE	7	0.3	
295	CHINESE ELM	9	0.5	
297	RED MAPLE	5	0.3	
300	RED MAPLE	5	0.3	
301	RED MAPLE	7	0.3	
312	CHINESE ELM	11	0.7	
313	CHINESE ELM	10	0.6	
314	CHINESE ELM	9	0.5	
315	CHINESE ELM	9	0.5	
316	CHINESE ELM	7	0.3	
317	CHINESE ELM	10	0.6	
318	CHINESE ELM	7	0.3	
319	CHINESE ELM	10	0.6	
320	RED MAPLE	7	0.3	
321	RED MAPLE	7	0.3	
322	RED MAPLE	6	0.3	
323	RED MAPLE	9	0.5	
324	CHINESE ELM	12	0.8	
325	CHINESE ELM	11	0.7	
326	CHINESE ELM	7	0.3	
327	CHINESE ELM	9	0.5	
328	CHINESE ELM	10	0.6	
329	RED MAPLE	9	0.5	
330	RED MAPLE	5	0.3	
331	RED MAPLE	8	0.5	
332	CHINESE ELM	12	0.8	
333	CHINESE ELM	11	0.7	
334	CHINESE ELM	8	0.5	
335	CHINESE ELM	10	0.6	
336	WILLOW OAK	12	0.8	
525	CHINESE ELM	14	1.1	
			TOTAL RTF=	26

TREES REMOVED DUE TO SIDEWALK & BIKE LANE

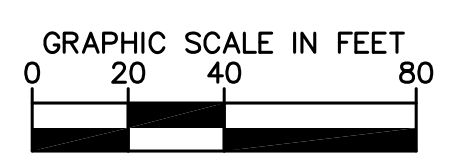
TREE #	DESCRIPTION	DBH (INCHES)	NOTES
269	RED MAPLE	5	
270	CHINESE ELM	12	
271	CHINESE ELM	13	
272	RED MAPLE	4	DEAD
273	RED MAPLE	6	
275	CHINESE ELM	9	
278	CHINESE ELM	12	
280	RED MAPLE	5	
282	CHINESE ELM	11	
283	CHINESE ELM	10	
284	CHINESE ELM	10	
286	CHINESE ELM	9	

TREES REMOVED DUE TO HAMMOND IMPROVEMENT

TREE #	DESCRIPTION	DBH (INCHES)	NOTES
260	WILLOW OAK	36	SPECIMEN
240	NORTHERN RED OAK	29	SPECIMEN

TREES REMOVED DUE TO PROJECT

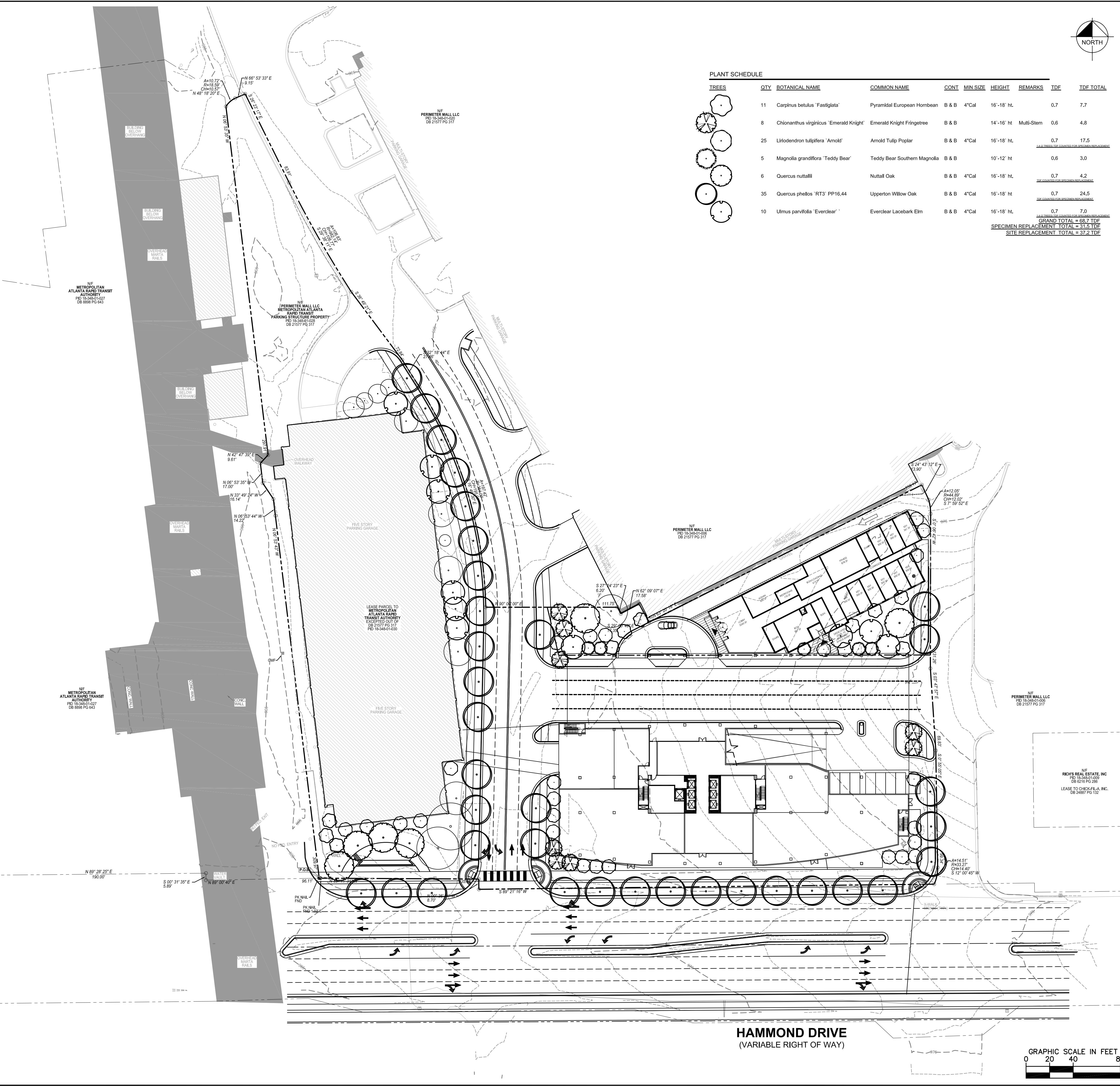
TREE #	DESCRIPTION	DBH (INCHES)	NOTES
241	NORTHERN RED OAK	27	SPECIMEN
242	NORTHERN RED OAK	23	
261	WILLOW OAK	21	
262	WILLOW OAK	18	
263	WILLOW OAK	18	
264	WILLOW OAK	15	
268	WILLOW OAK	18	
276	CHINESE ELM	11	
507	AMERICAN HORNBEAM	10	SPECIMEN
508	AMERICAN HORNBEAM	9	SPECIMEN
509	AMERICAN HORNBEAM	10	SPECIMEN
510	WILLOW OAK	18	
511	WILLOW OAK	16	
512	WILLOW OAK	15	
513	WILLOW OAK	16	
514	WILLOW OAK	18	
515	WILLOW OAK	18	
516	AMERICAN HORNBEAM	10	DEAD
517	AMERICAN HORNBEAM	9	DEAD
518	AMERICAN HORNBEAM	10	SPECIMEN
519	AMERICAN HORNBEAM	8	SPECIMEN
520	AMERICAN HORNBEAM	8	SPECIMEN
521	AMERICAN HORNBEAM	9	SPECIMEN
522	AMERICAN HORNBEAM	7	SPECIMEN
523	AMERICAN HORNBEAM	10	SPECIMEN
524	AMERICAN HORNBEAM	9	SPECIMEN



#2	DATE	BY
1	2	3
4	5	6
7	8	9
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SCALE:	DRAWN BY:	DESIGNED BY:
CHECKED BY:		
CLIENT: 3280 PEACHTREE ROAD SUITE 1400, ATLANTA, GA 30305		
PROJECT:	TITLE:	DATE
CENTRAL PERIMETER OFFICE 1134 HAMMOND DRIVE	TREE SAVE & REMOVAL PLAN	07/05/2017
		PROJECT NO. 011058026
		SHEET NUMBER L100



Drawing name: K:\AMT\_URC\018948003\_Perimeter Plaza\CAD\Plan Sheets\1-00 TREE REPLACEMENT.dwg Tree Replacement Jul 24, 2017 9:17am by: Jonathan cloth  
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**PLANT SCHEDULE**

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	MIN SIZE	HEIGHT	REMARKS	TDF	TDF TOTAL
	11	Carpinus betulus 'Fastiglata'	Pyramidal European Hornbeam	B & B	4'Cal	16'-18' Ht.		0.7	7.7
	8	Chionanthus virginicus 'Emerald Knight'	Emerald Knight Fringetree	B & B		14'-16' Ht.	Multi-Stem	0.6	4.8
	25	Liriodendron tulipifera 'Arnold'	Arnold Tulip Poplar	B & B	4'Cal	16'-18' Ht.		0.7	17.5
	5	Magnolia grandiflora 'Teddy Bear'	Teddy Bear Southern Magnolia	B & B		10'-12' Ht.		0.6	3.0
	6	Quercus nuttallii	Nuttall Oak	B & B	4'Cal	16'-18' Ht.		0.7	4.2
	35	Quercus phellos RT3 PP16.44	Upperton Willow Oak	B & B	4'Cal	16'-18' Ht.		0.7	24.5
	10	Ulmus parvifolia 'Everclear'	Everclear Lacebark Elm	B & B	4'Cal	16'-18' Ht.		0.7	7.0
<b>GRAND TOTAL = 68.7 TDF</b>									
<b>SPECIMEN REPLACEMENT TOTAL = 31.5 TDF</b>									
<b>SITE REPLACEMENT TOTAL = 37.2 TDF</b>									

**SPECIMEN TREE REPLACEMENT**

20.9 SPECIMEN RTF TO BE REMOVED. 20.9 X 1.5 = 31.35  
 REQUIRED SPECIMEN REPLACEMENT UNITS.  
 31.5 SPECIMEN REPLACEMENT UNITS PROVIDED.

**REQUIREMENT SATISFIED**

**TREE REPLACEMENT DENSITY FACTOR CALCULATIONS**

SITE ACREAGE = 4.25 ACRES  
 SITE DENSITY FACTOR = 20(UNITS PER ACRE)  
 4.25 ACRES x 20(UNITS PER ACRE) = 85 UNITS

RRD (REQUIRED REPLACEMENT DENSITY) = 85 UNITS  
 TDF (TREE DENSITY FACTOR) = 37.2 UNITS  
 RTF (REMAINING TREE FACTOR) = 26  
 RRD = TDF + RTF  
 85 = 37.2 + 26 = -21.8  
 DEFICIT OF -21.8 UNITS. DEFICIT TREE DENSITY UNITS TO BE PAID TO THE CITY OF DUNWOODY TREE REPLACEMENT FUND.

**TREE REPLACEMENT DENSITY NOT SATISFIED**

**TREE BANK CALCULATIONS**

CONTRIBUTION FOR DEFICIT OF -21.8 TREE DENSITY UNITS TO BE DETERMINED FROM THE FEE SCHEDULE FOR THE COMMUNITY DEVELOPMENT DEPARTMENT.

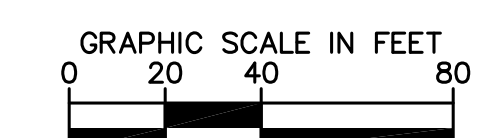
**REPLACEMENT QUANTITY REQUIREMENTS**

NO SINGLE TREE SPECIES MAY BE USED FOR MORE THAN 35% OF REPLACEMENT TREES  
**REQUIREMENT SATISFIED**

UNDERSTORY TREES MAY CONSTITUTE NO MORE THAN 25% OF REQUIRED REPLACEMENT TREES  
**REQUIREMENT SATISFIED**

EVERGREENS MAY NOT BE USED FOR MORE THAN 25% OF IN NON BUFFER AREAS  
**REQUIREMENT SATISFIED**

**HAMMOND DRIVE**  
 (VARIABLE RIGHT OF WAY)



7	6	5	4	3	2	1	AMENDED FOR PROPERTY LINE	DATE	BY	
								07/24/2017	ARI	
<b>REVISIONS</b>										
 © 2017 KIMLEY-HORN AND ASSOCIATES, INC. 10 ROSWELL STREET, SUITE 210 ALPHARETTA, GEORGIA 30009 PHONE (770) 619-4280 WWW.KIMLEY-HORN.COM										
SCALE:	DRAWN BY:	DESIGNED BY:	CHECKED BY:							
<b>Trammell Crow Company</b>				CLIENT: CENTRAL PERIMETER OFFICE 1134 HAMMOND DRIVE TITLE: TREE REPLACEMENT PLAN						
				DATE: 07/05/2017 PROJECT NO. 011058026 SHEET #2						
				3280 PEACHTREE ROAD SUITE 1400, ATLANTA, GA 30305						







Community Development 7-5-2017

# Dunwoody

\*Smart people - Smart city

41 Perimeter Center East | Dunwoody, GA 30346  
Phone: (678) 382-6800 | Fax: (770) 396-4828

## SPECIAL LAND USE PERMIT APPLICATION

### \* Applicant Information:

Company Name: Trammell Crow Company

Contact Name: Brandon Houston

Address: 2800 Post Oak Blvd., St. 2300, Houston, TX 77056

Phone: (713) 963-1093 Fax: (713) 623-4672 Email: bhouston@trammellcrow.com

Pre-application conference date (required): June 28, 2017

### \* Owner Information: Check here if same as applicant

Owner's Name: Perimeter Mall, LLC

Owner's Address: 110 North Wacker Drive, Chicago IL, 60606

Phone: (312) 960-2822 Fax: \_\_\_\_\_ Email: \_\_\_\_\_

### \* Property Information:

Property Address: A portion of 1134 Hammond Drive & 4400 Ashford Dunwoody Rd. Parcel ID: 18 348 01020  
18 348 01006

Zoning Classification: C-1

Requested Use of the Property: Office, hotel and commercial

### \* Applicant Affidavit:

I hereby certify that to the best of my knowledge, this special land use application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Dunwoody Zoning Ordinance. I certify that I, the applicant (if different), am authorized to act on the owner's behalf, pursuant to this application and associated actions.

Applicant's Name: Trammell Crow Company

Applicant's Signature: [Signature] Date: 6/28/2017

### \* Notary:

Sworn to and subscribed before me this 28<sup>TH</sup> Day of JUNE, 2017

Notary Public: ANDREA L. PHILLIPS  
[Signature]  
My Commission Expires: 9/22/2020

Andrea L Phillips  
NOTARY PUBLIC  
Fulton County, GEORGIA  
My Comm. Expires 09/22/2020

### \* Owner Affidavit:

I hereby certify that to the best of my knowledge, this special land use application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Dunwoody Zoning Ordinance. I certify that the applicant(s) (if different) are authorized to act on my behalf, pursuant to this application and associated actions.

Property Owner's Name: Perimeter Mall, LLC

Property Owner's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

### \* Notary:

Sworn to and subscribed before me this \_\_\_\_\_ Day of \_\_\_\_\_, 20\_\_\_\_

Notary Public: \_\_\_\_\_

Signature: \_\_\_\_\_

My Commission Expires: \_\_\_\_\_

SLUP 17-03

# SPECIAL LAND USE PERMIT APPLICATION



41 Perimeter Center East | Dunwoody, GA 30346  
Phone: (678) 382-6800 | Fax: (770) 396-4828

2017160

### \* Applicant Information:

Company Name: Trammell Crow Company

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Address: 2800 Post Oak Blvd., St. 2300, Houston, TX 77056

Phone: (713) 963-1093 Fax: (713) 623-4672 Email: bhouston@trammellcrow.com

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Applicant's Name: Trammell Crow Company

Applicant's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

### \* Notary:

Sworn to and subscribed before me this \_\_\_\_\_ Day of \_\_\_\_\_, 20\_\_\_\_

Notary Public: \_\_\_\_\_

Signature: \_\_\_\_\_

My Commission Expires: \_\_\_\_\_

### \* Owner Affidavit:

I hereby certify that to the best of my knowledge, this special land use application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Dunwoody Zoning Ordinance. I certify that the applicant(s) (if different) are authorized to act on my behalf, pursuant to this application and associated actions.

Property Owner's Name: Perimeter Mall, LLC

Property Owner's Signature: [Signature], AUTHORIZED SIGNATORY Date: 6/30/17

### \* Notary:

Sworn to and subscribed before me this 6-30-17 Day of June, 2017

Notary Public: Katya R. Lewandowska

Signature: [Signature]

My Commission Expires: 10-17-2020





**SLUP REQUEST**  
**Project Summary and Neighbor Communications Summary**

This application requests a special land use permit to increase the allowable height in the C-1 district from 2 stories to 16 stories for an office building with ground floor commercial use and to 10 stories for a hotel. The applicant proposes to redevelop a portion of the existing Perimeter Mall surface parking lot along Hammond Drive with a 16 story office building with ground floor commercial use and a 10 story hotel. In 2016, the City of Dunwoody approved a special use permit (application SLUP-16-0092) to permit a 16 story office building with ground floor commercial use on the subject property. This request reflects a similarly scaled office building to the one previously approved.

The development will utilize the existing MARTA parking deck on the east side of the MARTA station to accommodate a portion of the parking for the new building. MARTA will continue to utilize the parking deck on the western side of the station for their parking needs. The development will have an elevated pedestrian connection between the proposed office building, the existing MARTA deck and the station. There will also be an elevated pedestrian connection between the proposed hotel building and the office building.

The property will be subdivided from the balance of the Perimeter Mall tract, however, the existing property owner, Perimeter Mall, LLC will retain ownership of the existing vehicular connections on the property. The applicant will acquire air rights over the vehicular connections to facilitate the development.

The development proposal incorporates the proposed Hammond Drive road widening and streetscape improvements into the project design. The proposal also incorporates the newly adopted Perimeter Center Overlay provisions into the project design.

With regard to the required neighbor communications, the subject property is not within 500 feet of any residential zoning district. Included in the application is a copy of the zoning map as well as aerials that show the site location and the surrounding commercial and office development. Properties within 500 feet of the subject property are zoned C-1 and O-I conditional.



**Dunwoody**  
 Smart people - Smart city  
**City of Dunwoody**  
 Community Development  
 41 Dunwoody Center Blvd., Suite 200  
 Dunwoody, Georgia 30090-1802  
 770.252.0200 • www.dunwoodyga.gov

**City of Dunwoody**  
**Official Zoning Map**  
 August 26, 2014

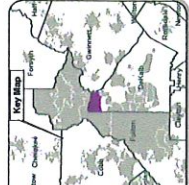
**Legend**

- City Limits
- City Zoning
- Parcels
- Streets

Thomas G. Clark,  
Mayor

Sharon L. Lowery,  
City Clerk

Graphic Scale: 1" = 820' (1:65600)  
 0 100 200 300 Feet



Map Date: 2014  
 Map Revision: August 26, 2014

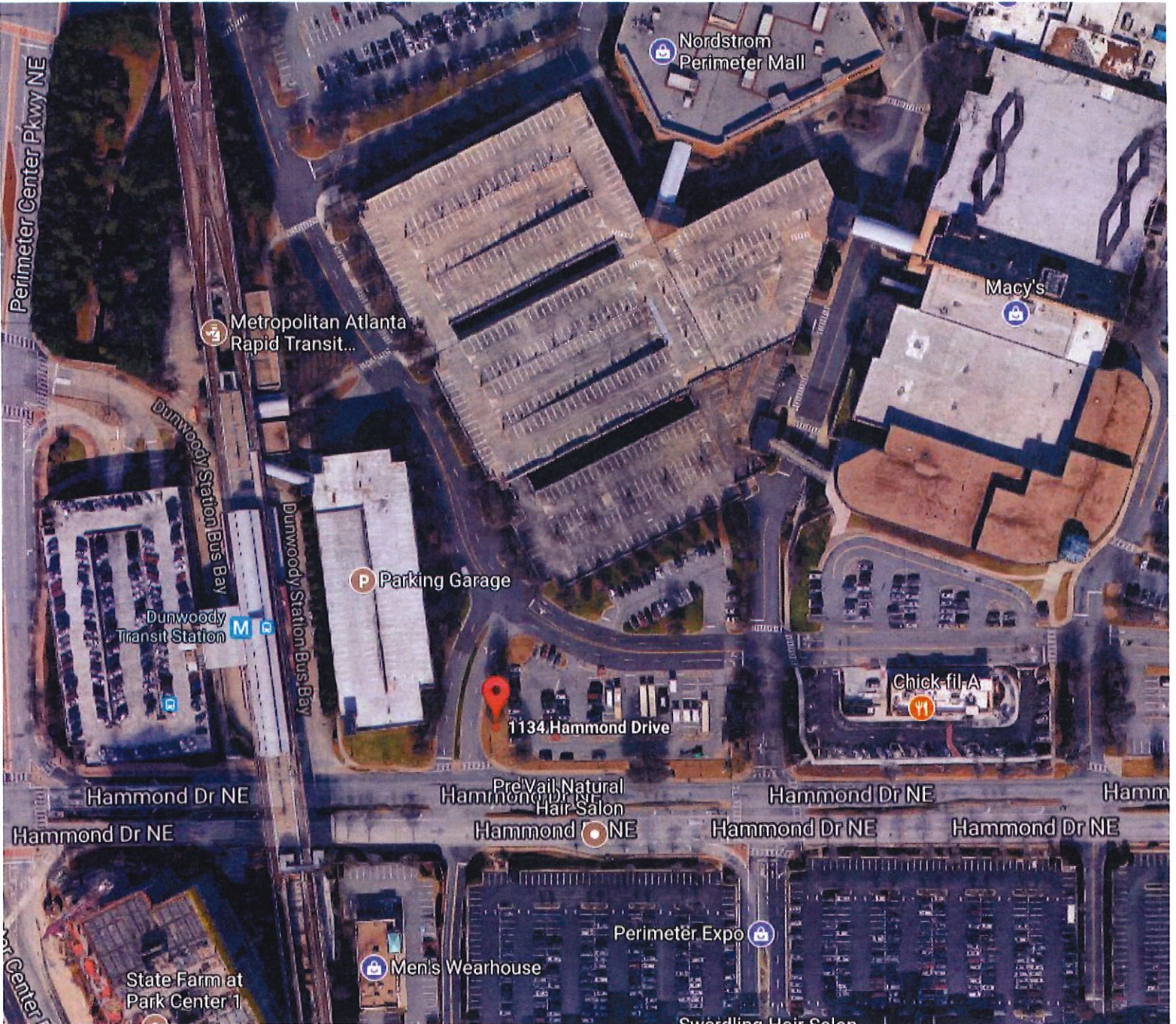


**NOTES:**

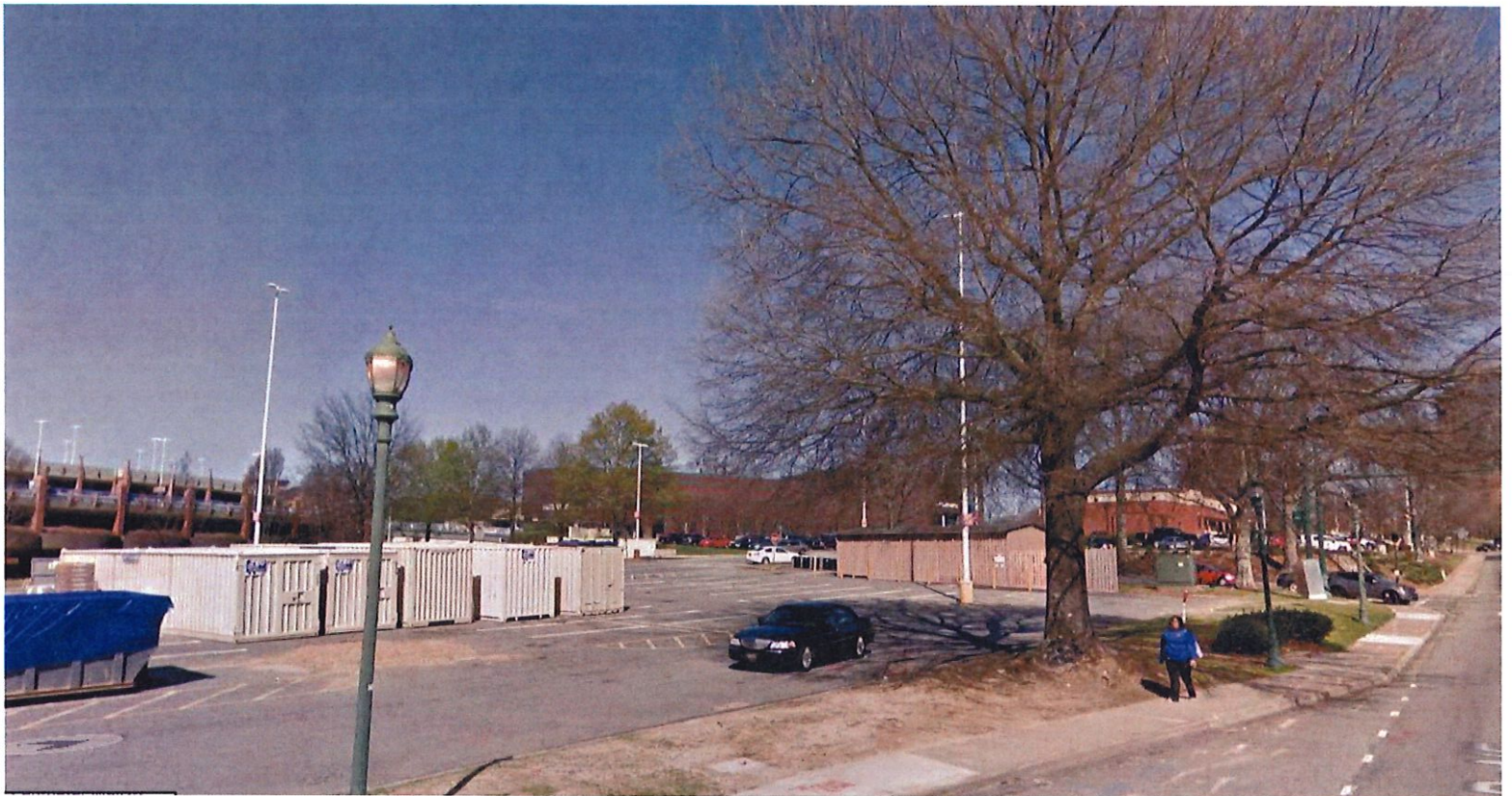
1. The City of Dunwoody is a home rule municipality. The City Council is the governing body of the City. The City Council has the authority to adopt and amend the Zoning Ordinance.
2. The Zoning Ordinance is the primary regulatory tool used by the City to regulate the use and development of land within the City limits.
3. The Zoning Ordinance is subject to change by the City Council. The City Council may amend the Zoning Ordinance at any time.
4. The Zoning Ordinance is subject to review by the State of Georgia. The State of Georgia may require the City to amend the Zoning Ordinance if it is found to be inconsistent with the State Constitution or State laws.
5. The Zoning Ordinance is subject to review by the United States Department of Justice. The United States Department of Justice may require the City to amend the Zoning Ordinance if it is found to be discriminatory.
6. The Zoning Ordinance is subject to review by the United States Environmental Protection Agency. The United States Environmental Protection Agency may require the City to amend the Zoning Ordinance if it is found to be inconsistent with the Clean Air Act or Clean Water Act.
7. The Zoning Ordinance is subject to review by the United States Department of Housing and Urban Development. The United States Department of Housing and Urban Development may require the City to amend the Zoning Ordinance if it is found to be inconsistent with the Fair Housing Act.
8. The Zoning Ordinance is subject to review by the United States Department of Education. The United States Department of Education may require the City to amend the Zoning Ordinance if it is found to be inconsistent with the Education for All Handicapped Children Act.
9. The Zoning Ordinance is subject to review by the United States Department of Health and Human Services. The United States Department of Health and Human Services may require the City to amend the Zoning Ordinance if it is found to be inconsistent with the Americans with Disabilities Act.
10. The Zoning Ordinance is subject to review by the United States Department of Justice. The United States Department of Justice may require the City to amend the Zoning Ordinance if it is found to be inconsistent with the Civil Rights Act.

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## SLUP CRITERIA - DUNWOODY

**a. Whether the proposed use is consistent with the policies of the comprehensive plan;**

The subject property is located in the Perimeter Center character area pursuant to the comprehensive plan adopted in 2015. This area is envisioned to be a “visitor friendly ‘livable’ regional center with first-class office, retail, entertainment, hotels and high-end restaurants in a pedestrian and bicycle oriented environment.” Within the Perimeter Center character area, the subject property is located in the PC-1 district, which is proposed for the highest intensity of buildings, high level of employment uses and active ground story uses and design that support pedestrian mobility. Action items within this character area include “reduce surface parking and promote livable centers in the immediate areas surrounding MARTA station.” The proposal to develop a maximum 16 story office building with ground floor commercial use and a 10 story hotel to replace an existing, underutilized surface parking lot and repurpose an existing underutilized MARTA parking deck is consistent with the stated policies of the comprehensive plan.

**b. Whether the proposed use complies with the requirements of this zoning ordinance;**

The proposed office and commercial uses are permitted under the existing C-1 zoning category. This special land use permit request is to increase the allowable height of the improvements on the subject property. The recently adopted Perimeter Center Overlay district targets a maximum height of 16 stories for the immediate area which is consistent with the proposal. This proposed change to the zoning ordinance further evidences the appropriateness of additional height on the subject property.

**c. Whether the proposed site provides adequate land area for the proposed use, including provision of all required open space, off-street parking and all other applicable requirements of the subject zoning district;**

The proposal to increase the allowable height enables the applicant to develop the site while still meeting the lot coverage and open space requirements and off street parking. Setback variances have been requested to accommodate the subdivision of the property from the balance of the Perimeter Mall property and to accommodate the proposed road widening and improvement of Hammond Drive.

**d. Whether the proposed use is compatible with adjacent properties and land uses, including consideration of factors 1-6 below;**

The property is adjacent to Perimeter Mall, the Dunwoody MARTA station, and a Chick-fil-A outparcel at Perimeter Mall and across the street from a big box retail shopping center. The new State Farm office headquarters is located diagonally across Hammond Drive from the property. Nearby uses consist of a variety of office and commercial uses, with several office high rise office buildings in the general vicinity of the property. The proposal to develop a high rise office building with ground floor

commercial use and a new hotel is complementary to the uses in the area.

**1. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust or vibration generated by the proposed use;**

This application requests an increase in height for uses that are already allowed under the zoning district. No adverse impact on adjoining land due to noise, smoke, odor, dust or vibration will occur if this application is approved.

**2. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use;**

The increase in height allowed will not impact the hours of operation of the tenants in the proposed office and commercial building. The height does not impact the hours of operation.

**3. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use;**

An increase in height will not create an adverse impact on adjoining land by reason of the manner of operation of the proposed office and commercial building. The height does not impact the manner of operation.

**4. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the character of vehicles or the volume of traffic generated by the proposed use;**

The proposed increase in height will not change the character of the vehicles accessing the site but it will increase the traffic generated from the property. Notwithstanding the foregoing, the applicant does not anticipate the impact to be overly burdensome. From a transportation perspective, the adjacency to the MARTA station, the proximity to the I-285 interchange and the distance from single family neighborhoods make the site the logical location for increased height and high intensity use. The proximity to the MARTA station and the proposed pedestrian connection from the project to the MARTA station will encourage transit ridership to help mitigate the transportation impact. The applicant is performing a traffic study to submit to document the traffic impact of this project and the traffic study will be provided prior to public hearings.

**5. Whether the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of adjacent and nearby lots and buildings;**

The adjacent property is developed with Perimeter Mall, a Chick-fil-A and the MARTA station, all of which are low rise commercial and transportation uses.



Notwithstanding the foregoing, the State Farm office headquarters being located diagonally from the property is under development and is significantly taller than the proposed 16 and 10 story buildings. In addition, the property across Hammond Drive is proposed for a 25 story mixed use building with office, hotel and retail uses. High rise office buildings are located east, west and north of the site. The proposal is appropriate in relation to the scale and massing of adjacent and nearby properties.

**6. Whether the proposed plan will adversely affect historic buildings, sites, districts, or archaeological resources;**

The property is currently utilized as a surface parking lot. No historic buildings, sites, districts or archaeological resources are impacted.

**e. Whether public services, public facilities and utilities—including motorized and non-motorized transportation facilities—are adequate to serve the proposed use;**

The development has the appropriate public services, facilities and utilities currently available to it. Further, the proximity of the site to the Dunwoody MARTA station makes it uniquely situated for the increase in height proposed.

**f. Whether adequate means of ingress and egress are proposed, with particular reference to non-motorized and motorized traffic safety and convenience, traffic flow and control and emergency vehicle access;**

The project will utilize the existing Mall driveways to access the site from Hammond Drive. One of the driveways is a signalized intersection. Streetscape improvements on Hammond Drive and internal to the site consistent with the Perimeter Center Overlay and the proposed Hammond Drive improvement project will be implemented as a part of the development to improve the pedestrian experience. An elevated pedestrian walkway will be added to connect the office building directly to the existing MARTA parking deck and the MARTA station to enhance the pedestrian connection to MARTA. The means of ingress and egress to the site are adequate to serve the project.

**g. Whether adequate provision has been made for refuse and service areas; and**

Refuse will be addressed internally within the building in a loading and service area.

**h. Whether the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building.**

The immediate area includes high rise office buildings, including the State Farm office headquarters and other high rise developments, both approved and existing. Perimeter Mall and MARTA consist of the the majority of the adjoining property and both parties are involved in the project. Perimeter Mall currently owns the property proposed for development and MARTA is releasing its interest under a lease for the existing

MARTA parking deck to facilitate the development. The proposed height will not create a negative shadow impact on any adjoining lot or building, particularly considering the commercial nature of development in the area and the height of other office buildings in the immediate vicinity.

# Campaign Disclosure Statement



41 Perimeter Center East | Dunwoody, GA 30346  
Phone: (678) 382-6800 | Fax: (770) 396-4828

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the City of Dunwoody City Council or a member of the City of Dunwoody Planning Commission?  YES  NO

**\* Applicant / Owner:**

Signature: <u><i>[Handwritten Signature]</i></u>	Date: <u>6/20/2017</u>
Address: <u>2800 Post Oak Blvd., St. 2300, Houston, TX 77056</u>	

If the answer above is yes, please complete the following section:

Date	Government Official	Official Position	Description	Amount

# Campaign Disclosure Statement



41 Perimeter Center East | Dunwoody, GA 30346  
Phone: (678) 382-6800 | Fax: (770) 396-4828

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the City of Dunwoody City Council or a member of the City of Dunwoody Planning Commission?  YES  NO

**\* Applicant / Owner:**

Signature: Mary Patricia Sanchez, Authorized Signatory Date: 6/30/17  
Address: 110 North Wacker Drive, Chicago, IL 60606

If the answer above is yes, please complete the following section:

Date	Government Official	Official Position	Description	Amount





Jessica L. Hill  
404-504-7754  
jhill@mmmlaw.com  
www.mmmlaw.com

July 24, 2017

**VIA EMAIL AND HAND DELIVERY**

John Olson, AICP  
City Planner, City of Dunwoody  
41 Perimeter Center East, Suite 250  
Dunwoody, GA 30346

Re: Amendment to SLUP-17-03– 1134 Hammond Drive SLUP Application

Dear John:

Enclosed are the following items to amend the above captioned special land use permit application:

1. Revised plans reflecting the change in the proposed legal description for the development tract pursuant to a request from the property owner;
2. Revised legal description for the development tract; and
3. Traffic impact study analysis for the project; and
4. Shared parking analysis.

The development scope has not changed from the original submittal. With respect to provision of a legal instrument guaranteeing the shared parking will occur, the shared parking is occurring entirely on site among the uses proposed on the property. No legal instrument is needed at this time given the existing and proposed common ownership of the parking areas and the proposed development areas. Please amend the application with the enclosed materials and contact me with any questions regarding the amendment.

Very truly yours,



Jessica L. Hill

Enclosures

## LEGAL DESCRIPTION – “CENTRAL PERIMETER OFFICE”

Being all that tract or parcel of land lying and being in Land Lot 348 of the 18<sup>TH</sup> District, City of Dunwoody, DeKalb County, Georgia and being more particularly described as follows:

Commencing at the point of intersection of the easterly right-of-way line of Perimeter Center Parkway (having a variable width right-of-way) and the northerly right-of-way line of Hammond Drive (having a variable width right-of-way); thence, leaving the aforesaid right-of-way line of Perimeter Center Parkway and running with the said right-of-way line of Hammond Drive South 40° 23' 32" East, 12.81 feet; thence, North 47° 54' 09" East, 15.61 feet to a concrete monument found; thence, South 40° 26' 52" East, 12.96 feet; thence, South 43° 16' 03" West, 14.14 feet; thence, South 42° 28' 39" East, 33.02 feet; thence, South 67° 05' 52" East, 16.35 feet; thence, North 82° 49' 09" East, 30.20 feet; thence, North 89° 28' 25" East, 190.00 feet; thence, South 00° 31' 35" East, 5.89 feet; thence, North 89° 00' 40" East, 96.11 feet to a PK Nail Found and the POINT OF BEGINNING.

Thence, from said POINT OF BEGINNING as thus established and leaving the aforesaid right-of-way line of Hammond Drive and running with property now or formerly owned by Metropolitan Atlanta Rapid Transit Authority per Deed Book 8898, Page 643 as recorded among the Land Records of DeKalb County, Georgia

1. North 06° 53' 43" West, 309.97 feet to a point; thence,
2. North 06° 53' 44" West, 14.22 feet to a point; thence,
3. North 33° 49' 24" West, 16.14 feet to a point; thence,
4. North 06° 53' 35" West, 17.00 feet to a point; thence,
5. North 42° 47' 39" East, 9.61 feet to a point; thence,
6. North 06° 53' 35" West, 297.91 feet to a point; thence, leaving the aforesaid property of Metropolitan Atlanta Transit Authority
7. 10.72 feet along the arc of a curve deflecting to the right, having a radius of 18.59 feet and a chord bearing and distance of North 48° 18' 20" East, 10.57 feet to a point; thence,
8. North 66° 53' 33" East, 9.15 feet to a point; thence,
9. South 26° 23' 17" East, 83.91 feet to a point; thence,
10. 106.83 feet along the arc of a curve deflecting to the right, having a radius of 982.14 feet and a chord bearing and distance of South 29° 38' 11" East, 106.77 feet to a point; thence,
11. South 36° 49' 21" East, 72.84 feet to a point; thence,
12. South 32° 18' 44" East, 27.46 feet to a point; thence,
13. 197.42 feet along the arc of a curve deflecting to the left, having a radius of 364.00 feet and a chord bearing and distance of South 16° 46' 30" East, 195.01 feet to a point; thence,
14. North 90° 00' 00" East, 111.75 feet to a point; thence,
15. South 27° 24' 23" East, 6.20 feet to a point; thence,
16. North 62° 09' 07" East, 17.58 feet to a point; thence,
17. South 29° 00' 49" East, 17.35 feet to a point; thence,
18. North 63° 20' 18" East, 259.17 feet to a point; thence,
19. South 24° 43' 12" East, 13.90 feet to a point; thence,
20. 12.05 feet along the arc of a curve deflecting to the left, having a radius of 44.89 feet and a chord bearing and distance of South 07° 59' 52" East, 12.02 feet to a point; thence,
21. South 00° 06' 42" West, 131.26 feet to a point; thence,
22. South 03° 47' 57" East, 69.83 feet to a point; thence,
23. South 00° 55' 50" East, 99.34 feet to a point; thence,



#2.

24. 14.51 feet along the arc of a curve deflecting to the left, having a radius of 33.27 feet and a chord bearing and distance of South 12° 00' 45" West, 14.40 feet to a point; on the aforesaid right-of-way line of Hammond Drive; thence, running with the said right-of-way line of Hammond Drive
25. South 89° 21' 16" West, 386.54 feet to a point; thence,
26. North 00° 36' 11" West, 8.70 feet to a point; thence,
27. North 89° 41' 31" West, 135.44 feet to the POINT OF BEGINNING, containing 185,189 square feet or 4.2513 acres of land, more or less.

Described property is subject to all rights-of-way (public and private) and easements, both recorded and unrecorded.

**CITY OF DUNWOODY  
AUGUST 8, 2017  
PLANNING COMMISSION MINUTES**

The Planning Commission of the City of Dunwoody held a Meeting on August 8, 2017 at 6:00 PM. The meeting was held in the City of Dunwoody City Hall, 41 Perimeter Center East, Dunwoody, Georgia 30346. Present for the meeting were the following:

Voting Members:     Bob Dallas, Chair  
                              Paul Player, Vice Chair  
                              Renate Herod, Board Member  
                              Thomas O'Brien, Board Member

Also Present:           Richard McLeod, Community Development Director  
                              John Olson, Planning Manager  
                              Kevin Turner, Senior Planner  
                              Ronnie Kurtz, Planner

A. CALL TO ORDER

B. ROLL CALL

C. MINUTES

1. Approval of Meeting Minutes from July 11, 2017.

Thomas O'Brien motioned to approve. Renate Herod seconded.

Passed: For: 3 (Dallas, O'Brien, Player); Against: 0; Abstain: 1 (Herod); Absent: 3 (Anders, Grossman, Grove)

D. ORGANIZATIONAL AND PROCEDURAL ITEMS

E. UNFINISHED BUSINESS

2. Review and consideration of a text amendment to the tree ordinance (Chapter 16, Division 6)

Amanda Corr presented on behalf of staff.

Thomas O'Brien motioned to approve. Renate Herod seconded.

Passed: For: 4; Against: 0; Abstain: 0; Absent: 3 (Anders, Grossman, Grove)

F. NEW BUSINESS

3. SLUP 17-03: Jessica Hill of MMMLaw, attorney for Trammell Crow Company, the applicant for a portion of 1134 Hammond Road (tax parcel ID 18 348 01 020) and 4400 Ashford Dunwoody Drive, Dunwoody, GA 30346 (tax parcel ID 18 348 01 006), seeks a Special Land Use Permit per Chapter 27, Section 27-73(b) to increase the building height in a C-1 (Local Commercial) District from 2 stories/35 feet to a 16-story office building and 10-story hotel.

John Olson presented on behalf of staff.

In Favor:

Jessica Hill, attorney on behalf of Trammel Crow Company, applicant, presented in favor of the application.

In Opposition:

Nancy Keita, 2146 Brendon Drive, spoke in opposition to the application. She expressed concern that the trees would be cut down and traffic may be impacted.

Chirs Grivakis, 5699 Mill Trace Dr, spoke in opposition to the application. He expressed concern that the area was being overdeveloped and traffic is excessive.

Open Board Discussion:

Commission members asked questions of the applicants and staff.

Paul Player expressed concern that he was not given a hard copy of the documents.

Mallory Scates, traffic engineer with Kimley Horn, on behalf of the applicant, answered questions about how the traffic study was generated.

Bob Dallas expressed support for access to Perimeter Park on the property.

Paul Player motioned to approve with the following conditions:

EXHIBIT A: Site plan, completed by Kimley Horn, received July 24, 2017

1. The subject property shall be developed in general conformity with Exhibit A above, with changes to meet land development and zoning regulations.
2. Prior to the issuance of a building permit, a final plat shall be reviewed and approved by the City of Dunwoody and recorded with DeKalb County.
3. The street improvements recommended in the Hammond Drive Corridor Study shall be incorporated into the development along the full street frontage.
4. The westernmost site entrance from Hammond Drive shall be developed with minimum six-foot wide sidewalks. In the event a bike lane connection is provided on the property immediately north of the subject property, a bike lane shall be provided by the property owner. Nothing in this condition, however, shall require or obligate the owner of the property immediately north of the subject property to install bike lanes on its property.
5. The City of Dunwoody is allowed to use the triangular piece of land referenced by Bob Dallas above the eastern MARTA parking deck as a park, at such time that the City should so choose.

Thomas O'Brien seconded.

Passed: For: 3 (Dallas, O'Brien, Player); Against: 1 (Herod); Abstain: 0; Absent: 3 (Anders, Grossman, Grove)

**\*\*ITEMS 4 and 5 WERE HEARD TOGETHER\*\***

4. MA 17-02: Dennis J. Webb, Jr., attorney for the applicant, Prado Perimeter Center, LLC, owner of 121 Perimeter Center West, Dunwoody, GA 30346 (tax parcel ID 18 349 05 029), requests to amend conditions of zoning of RZ10-041 for the development of a hotel, restaurant, and a parking deck.
  
- 5 SLUP 17-04: Dennis J. Webb, Jr., attorney for the applicant, Prado Perimeter Center, LLC, owner of 121 Perimeter Center West, Dunwoody, GA 30346 (tax parcel ID 18 349 05 029), seeks a Special Land Use Permit to: A) Section 27-23(b) to vary maximum building height; B) Section 27-98(b)(5) to vary the Major Parkway Street Type requirement; C) Section 27-98(b)(6) to vary the Minor Parkway Street Type requirement; D) Section 27-98(b)(7) to vary the Primary Street Type requirement; E) Section 27-98(d)(8)(a) to allow a drive-thru to be visible from a Primary Street; and F) Section 27-98(d)(9)(a) to allow a drive-thru to front a Primary Street.

Kevin Turner presented on behalf of staff.

In Favor:

Den Webb, attorney on behalf of Prado Perimeter Center LLC, applicant, presented in favor of the application.

In Opposition:

Chris Grivakis, 5699 Mill Trace Dr, spoke in opposition to the application. He expressed concern about the height of the buildings.

Nancy Keita, 2146 Brendon Drive, spoke in opposition to the application. She expressed concerns specifically about the height of the proposed building and how the tree canopy will be preserved.

Open Board Discussion:

Commission members asked questions of staff and the applicant.

Paul Player motioned to defer to the regularly scheduled September meeting. Thomas O'Brien seconded.

Passed: For: 4; Against: 0; Abstain: 0; Absent: 3 (Anders, Grossman, Grove)



G. OTHER BUSINESS

H. PUBLIC COMMENT

Chris Grivakis, 5699 Mill Trace Dr, stated that efforts to urbanize the Perimeter Area should be slowed.

Wysha Dillard, 2027 Perimeter Trace E, thanked the board for their efforts, because younger people want to see more density.

I. COMMISSION COMMENT

J. ADJOURN

Approved by:

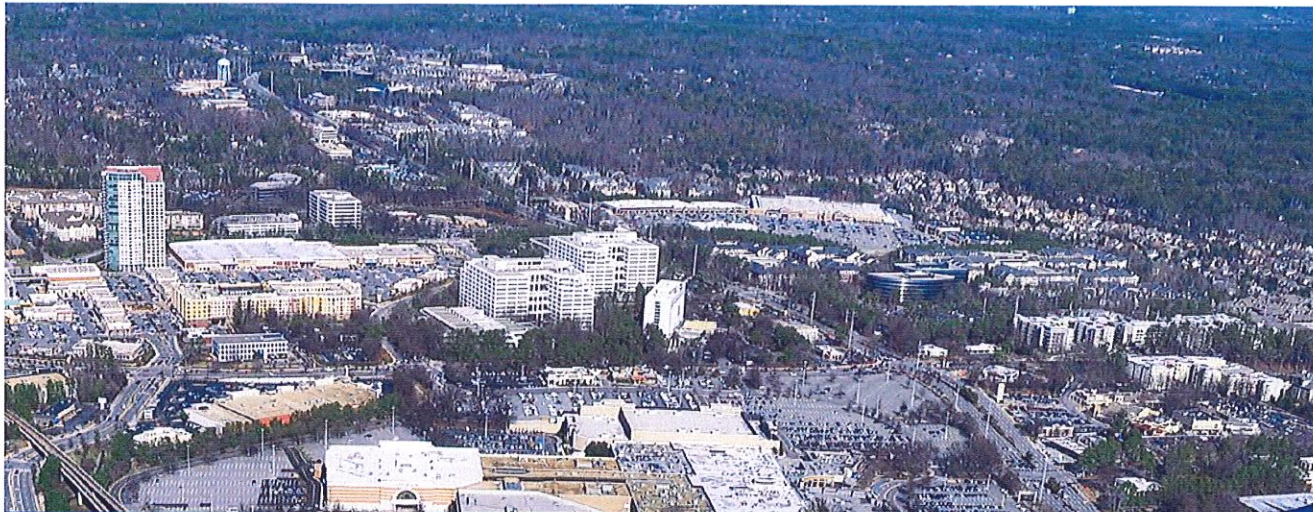
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Chair

Attest:

\_\_\_\_\_





# Perimeter Center OVERLAY

City of Dunwoody, Georgia



ADOPTED MAY 22, 2017





## City of Dunwoody

41 Perimeter Center East  
Suite 250  
Dunwoody GA 30346

### City Mayor

Denis Shortal

### City Council

Lynn Deutsch  
John Heneghan  
Terry Nall  
Jim Riticher  
Pam Tallmage  
Douglas Thompson

### Planning Commission

Bob Dallas, Chair  
Kirk Anders  
Richard Grove  
Bill Grossman  
Renate Herod  
Paul Player  
Thomas O'Brien

### City Staff

Eric Linton, City Manager  
Jessica Guinn, Assistant City Manager  
Steve Foote, Community Development Director  
Michael Starling, Economic Development Director  
Michael Smith, Public Works Director  
Rebecca Keefer, City Planner/Director of Sustainability & Project Manager  
John Olson, City Planner  
Andrew Russell, Planning Coordinator  
Eric Bosman, City Consultant

### Sounding Board

Robert Miller  
Alex Chambers  
Bob Dallas  
Jennifer Harper  
Stacey Harris  
Cheryl Spitalnick  
Tony Torbert

**CODAMETRICS**

**duncan** | associates

# 27-98 Perimeter Center Overlay

## SECTIONS

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- (a) Overlay Generally
- (b) Street Types
- (c) Streets & Blocks
- (d) General Building Design Criteria

## 27-98 Perimeter Center Overlay

### Overlay Generally

#### (a) Overlay Generally

**(1) Intent.** The regulations of the Perimeter Center Overlay are intended to recognize and foster the transformation of Perimeter Center into a pedestrian-friendly, livable center that ensures long term economic, social, and environmental sustainability.

**(2) Purpose.** The Perimeter Center Overlay has been created to further the following public purposes.

**a. Plan Compatibility.** To guide new development and redevelopment as defined by the **City of Dunwoody Comprehensive Plan** (adopted 2015) and as amended.

**b. Perimeter Community Improvement Districts (PCIDs).** To provide implementation guidance for the general vision defined in **Perimeter @ The Center - Future Focus, 2011 - A Ten Year LCI Update**, dated November 2011, as amended (past, current, and future), and adopted by City Council.

**(3) Applicability.** The regulations within this section, 27-98 Perimeter Center Overlay, apply to all buildings, structures, land and uses within the Perimeter Center Overlay, as illustrated on the City's zoning map and in Figure 27-98-1 Perimeter Center Overlay Map.

**(4) Existing Land Development Regulations.** Refer to chapter 16 Land Development Regulations for additional requirements. When there is a conflict between the following regulations and chapter 16, the Perimeter Center Overlay regulations govern.

**(5) Review and Approval Procedures.** Unless otherwise expressly stated, all uses and development in Perimeter Center Overlay are subject to the applicable review and approval procedures of Article V, as well as any applicable procedures in chapter 16 of the municipal code (land development regulations).

**(6) Site Plan Review.** All applications for development permits within the Perimeter Center Overlay must be accompanied by a site plan, which is subject to review and approval in accordance with Article V, Division 10.

**(7) Relief.** In some instances, unique site conditions, existing building circumstances or other constraints related to the subject property may make strict compliance with the Perimeter Center Overlay regulations impossible or highly impractical. In such instances, an applicant may seek relief from applicable regulations. Any relief granted and conditions imposed

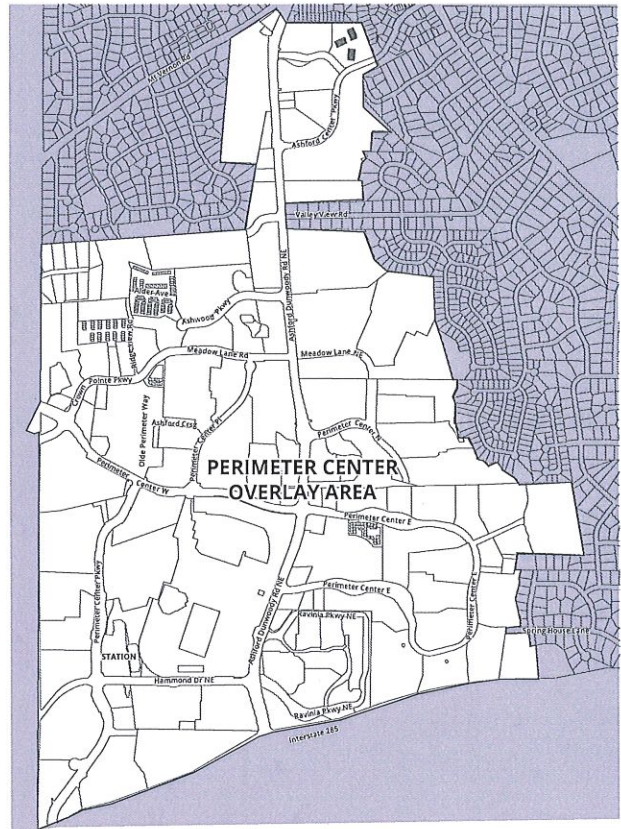


Figure 27-98-1 Perimeter Center Overlay Map



## 27-98 Perimeter Center Overlay

### Street Types

run with the land and are binding on the subject property owner and all future property owners.

**a. Minor Exception—Administrative Relief.** The community development director or public works director, as noted, is authorized to approve the following minor exceptions to strict compliance in accordance with the special administrative permit procedures of Article V, Division 7:

1. A change to any street or frontage option component width or depth (requires approval by the public works director);
2. A reduction in required landscape or yard depth by no more than 10 percent;
3. Establishment of a public access easement in lieu of right-of-way dedication for street type frontage options, per the public works director.
4. Retaining walls in street type frontages up to 5 feet in height when extreme grades prevent the use of shorter walls and landscaping is used to mitigate the visual impacts of the taller retaining wall at the sidewalk edge; and
5. Any other minor exception expressly authorized under the Perimeter Center Overlay regulations.

**b. Major Exceptions—Special Land Use Permit.** Major exceptions to strict compliance with the Perimeter Center Overlay regulations include any exception to strict compliance that is not expressly authorized as a minor exception under the provisions of subsection 27-98(a)(7)

a. Major exceptions require review and approval in accordance with the special land use permit procedures of Article V, Division 3.

### (b) Street Types

#### (1) Intent

Street Types are established for all of the existing and new streets in the Perimeter Center Overlay area. Frontage options are defined for the space between the building or parking and the curb per street type. Street Types and Frontage Options are intended to address the comfort, convenience, and safety of pedestrians and bicyclists; to develop a network of streets with identifiable character; and to provide an aesthetically pleasing edge to all development.

#### (2) Applicability

All new development and redevelopment within the Perimeter Center Overlay shall meet the Street Type frontage requirements under any one of the following circumstances:

- a. New Structure.** Development of a new principal structure on a lot or a portion of a lot.
- b. Redevelopment or Renovation.** Redevelopment or renovation of an existing structure or site that increases the gross building square footage by more than 50 percent.
- c. Parking Lots.** Redevelopment or revision to 50 percent or more of an existing parking lot or development of a new parking lot consisting of 15 or more spaces, not including resurfacing or repairing an existing layout.

## 27-98 Perimeter Center Overlay

### Street Types

#### (3) Street Types Map

Figure 27-98-2 Street Types Map defines street types in Perimeter Center for existing and new streets. Refer to 27-98(c) Streets & Blocks for more information about new streets and their designated locations.

Locations illustrated on the Street Types map are approximate. The requirements and locations of all streets shall be determined by and approved by the public works director during the Site Plan review process.

- a. **Street Types.** The following Street Types are established for the existing streets and any new streets adjacent to and within the Perimeter Center Overlay. Refer to Figure 27-98-2 Street Types Map for the typologies of existing streets and proposed new streets.
  1. **Major Parkway Street.** The Major Parkway Street Type is intended to create a parkway effect along the major transportation corridors within Perimeter Center through the use of wide landscape areas heavily planted with native or naturalized trees. Major Parkways require designated bicycle facilities. Refer to 27-98(b)(5) Major Parkway Street Type for requirements.
  2. **Minor Parkway Street.** The Minor Parkway Street Type is intended to create a parkway effect along transportation corridors within Perimeter Center through the use of wide landscape areas heavily planted with trees. Minor Parkways require designated bicycle facilities. Refer to 27-98(b)(6) Minor Parkway Street Type for requirements.
  3. **Primary Street.** The Primary Street Type is intended to establish a series of comfortably scaled streets with continuous building frontage and a limited number of drives interrupting the sidewalk. Primary Streets require a balance between bicyclists and pedestrians and automobiles by providing designated bicycle facilities and a robust pedestrian realm, and by prioritizing bicyclists and pedestrians for a more balanced transportation route. Refer to 27-98(b)(7) Primary Street Type for requirements.
  4. **Secondary Street.** The Secondary Street Type is meant to establish a designated street for parking lot and structure access, while still providing a safe and comfortable pedestrian realm. Refer to 27-98(b)(8) Secondary Street Type for requirements.

- b. **Street Type Graphics.** The graphics provided in this section illustrate the preferred configuration of each Street Type. By applying the standards defined, other configurations are permitted.

- c. **Redesignating Street Types.** Existing street designations are set to match the existing character to the extent possible. New streets have been designated with the intent to provide an appropriate mix of Primary and Secondary Streets, establishing comfortable pedestrian streets while providing for parking access. Re-designation of existing streets may occur per the following:
  1. **Process.** Parkways shall not be re-designated, except by a Text Amendment to this code. All other streets may be redesignated using the minor exception process.
  2. **Entire Blocks.** When redesignating street types, the entire street between intersecting streets shall be redesignated.
  3. **Primary Streets.** The intent is to maintain a similar amount of Primary Streets as established by the map. Primary Streets may be re-designated as Parkways or Secondary Streets only when a new or existing street, currently designated as Secondary, within or abutting the same parcel is redesignated as a Primary Street.
  4. **Secondary Streets.** Existing Secondary Streets may be re-designated as Parkways or Primary Streets as long as vehicular access to parking for all surrounding sites has been addressed.

- d. **Shared-Use Paths.** Trail locations are required per the City's current comprehensive plan or other City-approved cycle/pedestrian plan and in coordination with public works director for locations for other trails.

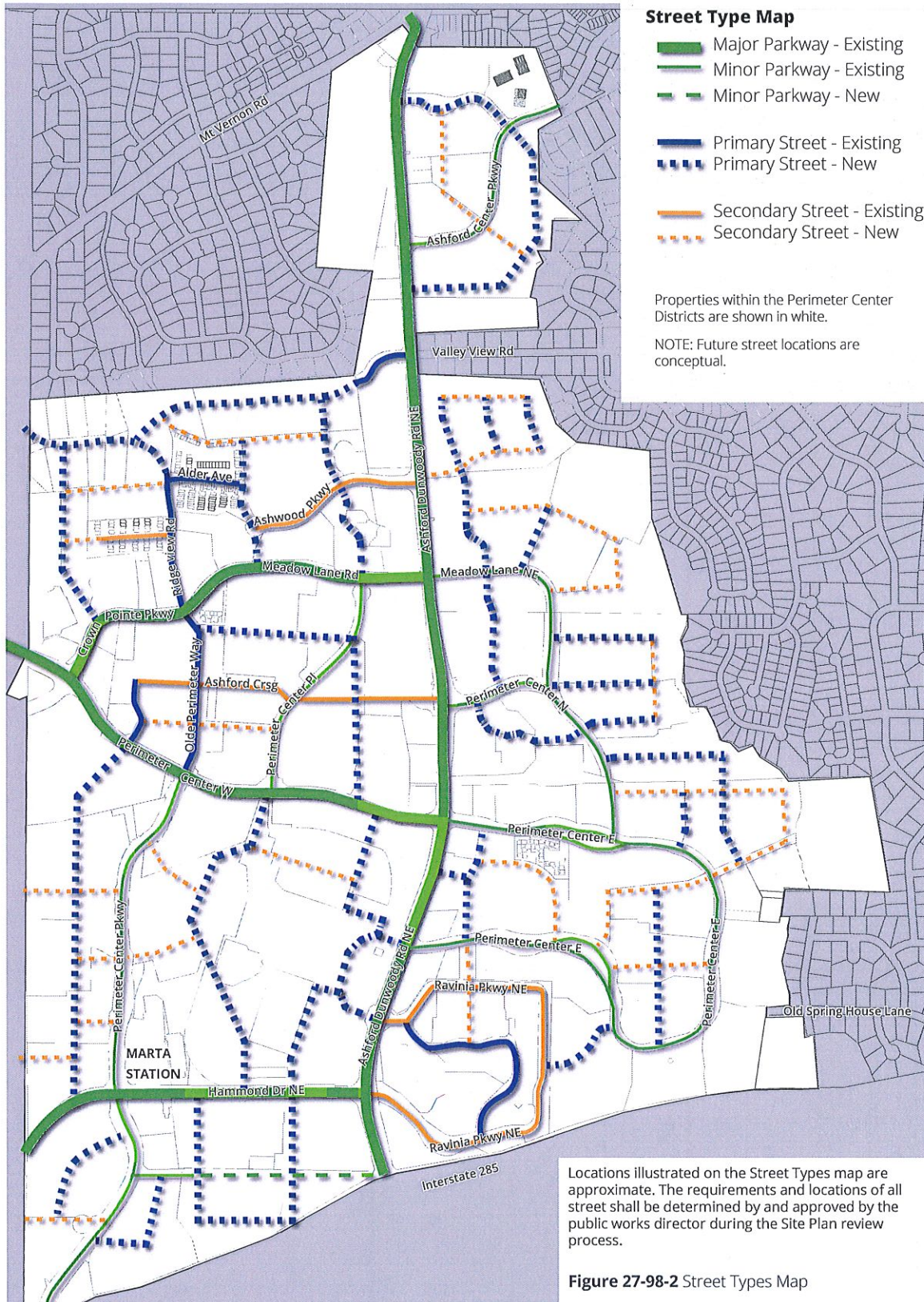
#### (4) Streetscape Furnishings & Hardscape Design

In addition to the Street Type frontage requirements that include minimum tree plantings and walk/trails, a street furnishings and hardscape design is required along all new and existing street frontages per the following.

- a. **Definition.** The streetscape furnishings and hardscape design shall include the frontage area as defined by the Street Types plus any



# 27-98 Perimeter Center Overlay Street Types





## 27-98 Perimeter Center Overlay

### Street Types

hardscaped building setback area less than 25 feet deep from the frontage edge.

- b. **Design Submittal.** A consistent design shall be submitted for approval with Site Plan Review for all streets within and adjacent to the development.
- c. **Standard Specifications.** The design shall meet any standards defined by the City for sidewalk, curb, access, lighting, landscape, and other applicable construction details. Refer to Chapter 16, Land Development Regulations.
- d. **Perimeter Community Improvements Districts (PCID) Public Space Standards.** Refer to the current PCID public space standards document for recommended streetscape component and material specifications.
- e. **Submittal Requirements.** At a minimum, the design submittal shall include the following:
  1. **Trees.** Trees meeting the minimum requirements of 27-98(b) Street Types shall be included in the design, with details related to tree pits, tree grates, and tree planting to meet the landscape installation requirements of 27-364 Landscape.
  2. **Pavement Design.** Paving materials and pattern is required for each sidewalk and any other hardscape proposed. Pavement design shall address all walks or trails, including the minimum sidewalk or trail widths required by the frontage.
  3. **Street Furnishings.** Benches and/or seatwalls, planters, planter fences, tree grates, and trash receptacles shall be specified and quantities and locations listed for each street. For each block face, a minimum of two benches or seatwalls, one trash receptacle, and one recycling receptacle are required.
  4. **Bus Stop Facilities.** Coordinate with the public works director for the location of bus stops and the required facilities. Facilities may include benches, pavement, shelters, signs, and other improvements.
  5. **Landscape Design.** Ground plane vegetation shall be designated for any landscape bed areas, planter areas, and open tree wells, including shrubs, perennials, annuals, and grasses.
6. **Lighting.** Pedestrian and vehicular lighting shall be specified with locations and quantities noted. All lighting shall meet any requirements of the public works director. Cut sheets and samples shall be submitted upon request.
7. **Stormwater Facilities.** Any stormwater facilities proposed for the right-of-way shall be included in the streetscape design. Facilities such as stormwater planters or parkway swales may be included. Maintenance responsibilities and processes shall be included.
8. **Identity Elements.** Any other elements designed to establish the identity of each street, such as banners mounted on light poles, pavement markers, artwork, or wayfinding signage, shall be included in the design submittal.
9. **Streetscape Maintenance.** Property owner is responsible for regular maintenance and emptying of trash and recycling receptacles, sweeping of sidewalks and seating areas, and tree maintenance. The City may request additional maintenance procedures.
10. **Streetscape Design Continuation.** The approved streetscape design for each street may be utilized by the City for the extension of any street outside the development to provide continuity.

## 27-98 Perimeter Center Overlay

### Street Types

#### (5) Major Parkway Street Type

The Major Parkway Street Type applies to existing streets per Figure 27-98-2 Street Types Map. Refer to Figure 27-98-3. Table of Major Parkway Street Type Requirements and Figure 27-98-4 Existing Major Parkway Street Section.

- a. New Major Parkway Streets.** New Major Parkway streets are not permitted, unless otherwise required by the public works director. This street type is applicable only to existing streets per Figure 27-98-2 Street Types Map.
- b. Frontage Options.** Frontages address the pedestrian and bicycle realm as well as street & parking buffers and public space options. Parcels that are adjacent to a Major Parkway as designated on the Figure 27-98-2 Street Types Map, shall apply one or more of the Major Parkway Street Frontage Options along the entire

length of the lot line abutting the Major Parkway. Refer to Figure 27-98-5 Table of Major Parkway Street Type Frontage Options.

- c. Dedication.** When the sidewalk is fully or partially located on private property, right-of-way dedication is required, so that the sidewalk is fully located in the right-of-way. The public works director may approve an easement in lieu of right-of-way dedication based on the geometry of the site, topography, or other site-specific considerations.
- d. Curb Movement.** The existing street curb may be required to move, based on the selection of the appropriate context-sensitive bicycle facility, per public works director.

**FIGURE 27-98-3: TABLE OF MAJOR PARKWAY STREET TYPE REQUIREMENTS**

Right-of-Way Width	Varies; shall be wide enough to include curb to curb as well as frontage options.
Travel Lanes	4 to 8 lanes, 2 way
Lane Width	10' to 12' per public works director
Allowable Turn Lanes	Per public works director
Parking Lanes	Permitted only with public works director approval; then parallel only, 8' wide
Pavement Width	Existing, varies. Recommended median when crossing exceeds 32 feet in width.
Frontage Options	Refer to Figure 27-98-5 Table of Major Parkway Street Type Frontage Options.

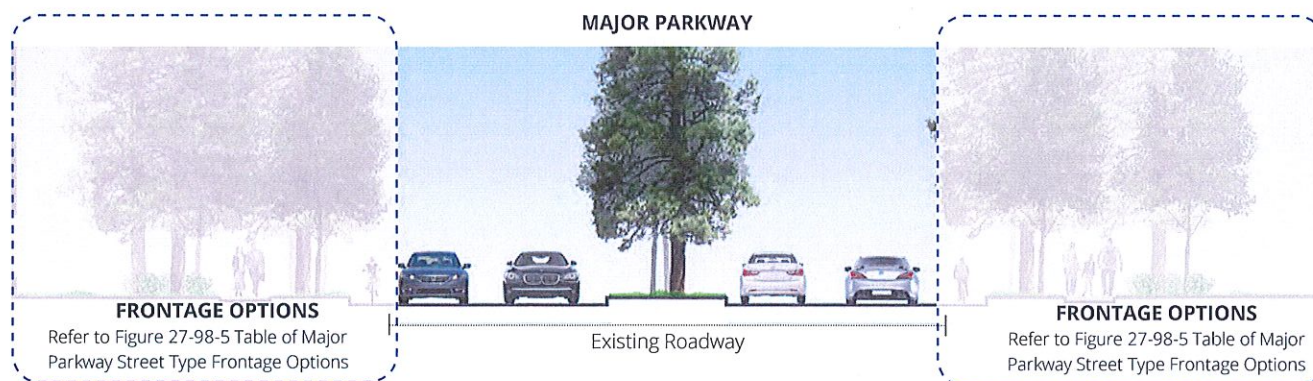


Figure 27-98-4 Existing Major Parkway Street Section



# 27-98 Perimeter Center Overlay

## Street Types

FIGURE 27-98-5: TABLE OF MAJOR PARKWAY FRONTAGE OPTIONS			
	PARKING EDGE refer to FIGURE 27-98-6	ACTIVE EDGE refer to FIGURE 27-98-7	BUILDING EDGE refer to FIGURE 27-98-8
1 Minimum Depth of Frontage	The minimum depth of the frontage shall be 34 feet measured from existing curb. Minimum depths of components shall be met; additional areas shall be added to any component to meet the minimum 34 feet.		
2 Street Buffer	<p>Minimum Depth: Street buffer depth may be varied, at a minimum of 8 feet with an average depth of 12 feet.</p> <p>Tree Plantings: Informal groupings of trees shall be spaced intermittently along the parkway with the goal of shading the parkway sidewalk at maturity. Trees shall be spaced between 12 feet and 40 feet on center. The buffer shall consist of at least 5 canopy trees per every 100 feet of buffer.</p> <p>Grade: Grade changes may be accommodated within the street buffer with slopes no greater than 1 to 4 ratio of rise to run. Retaining walls may be incorporated to meet these grades, but shall be no taller than 3 feet.</p>		
3 Sidewalk	A minimum 8 foot wide sidewalk is required and may meander between trees.		
4 Bicycle Facilities	A separated, dedicated bicycle facility is required consisting of an on-street buffered bicycle lane, dedicated cycle track, or shared-use path (a minimum width of 12') per public works director.		
5 Yard Treatment	Minimum Depth: minimum 6 foot deep landscape or patio area is required.		
	Parking Screen is required. Refer to Figure 27-229 Landscape Screen Requirements.	Patio shall be clearly differentiated from sidewalk. Fencing may be required for alcohol service per city ordinance. For PC Districts, the portion of the building facade adjacent to the patio shall meet the primary street facade requirements.	no additional requirements
6 Building & Parking Location	Refer to Article II. Zoning Districts for setback line or 27-105 Building Types for Parkway Frontage requirements for allowable widths of parking along the frontage and required building facades along the frontage.		

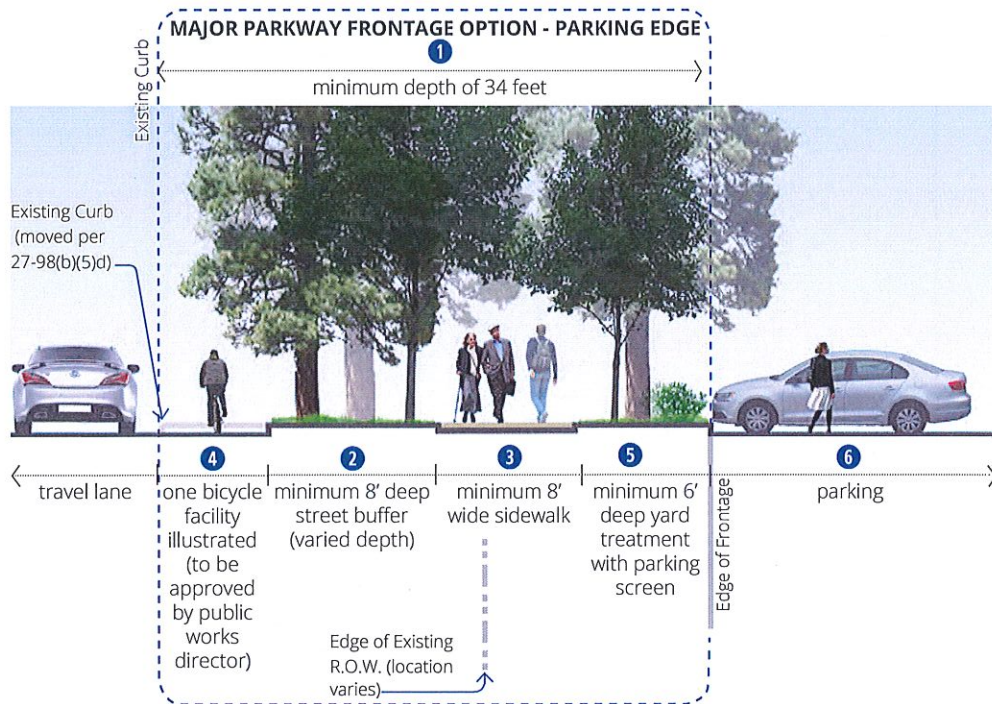


Figure 27-98-6 Major Parkway Frontage Option - Parking Edge



# 27-98 Perimeter Center Overlay

## Street Types

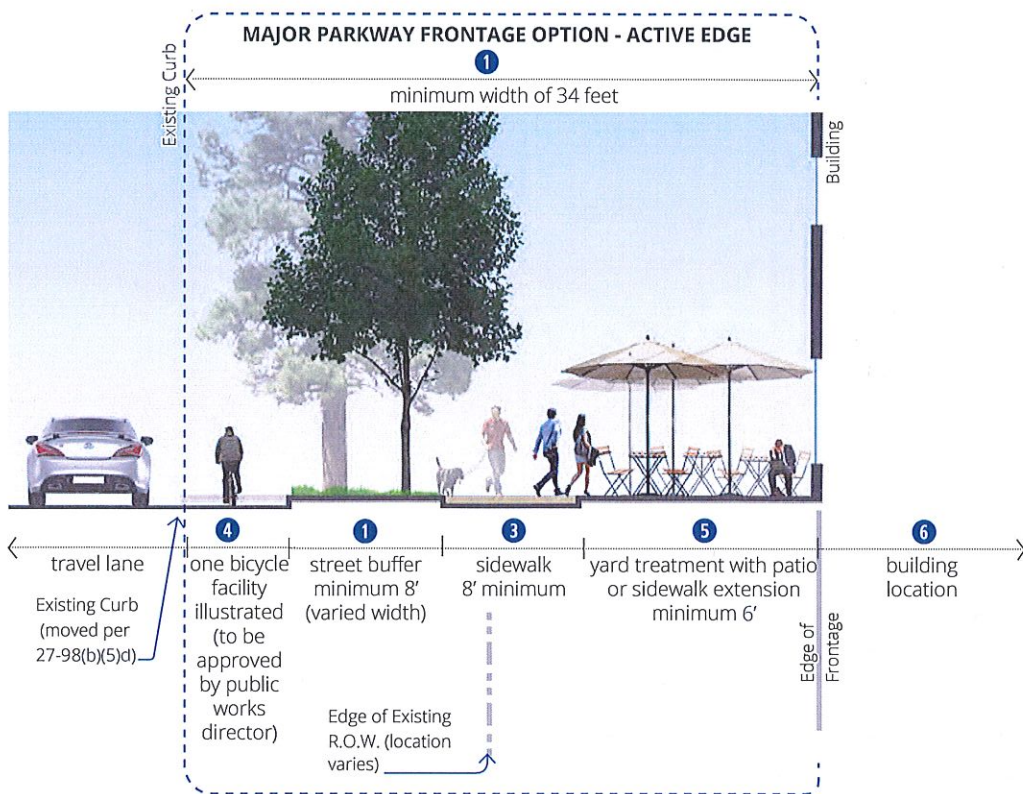


Figure 27-98-7 Major Parkway Frontage Option - Active Edge

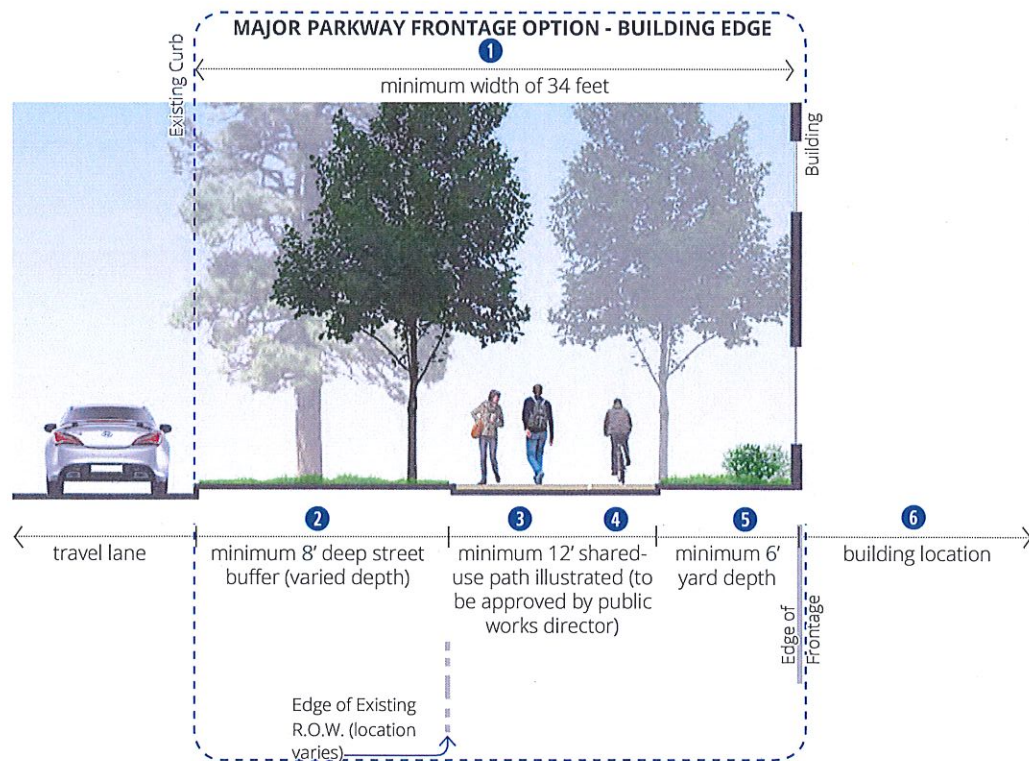


Figure 27-98-8 Major Parkway Frontage Option - Building Edge

# 27-98 Perimeter Center Overlay

## Street Types

### (6) Minor Parkway Street Type

The Minor Parkway Street Type applies to existing streets per Figure 27-98-2 Street Types Map and is available for new streets per public works director. Refer to Figure 27-98-9. Table of Minor Parkway Street Type Requirements and Figure 27-98-10 Minor Parkway Street Section - Existing and New.

- a. **New Minor Parkway Streets.** New Minor Parkway streets are not permitted, unless a minor exception is approved by the public works director.
- b. **Frontage Options.** Frontages address the pedestrian and bicycle realm as well as street & parking buffers and public space options. Parcels that are adjacent to a Minor Parkway as designated on Figure 27-98-2 Street Types Map shall apply one or more of the Minor Parkway Street Frontage Options along the entire length

of the lot line abutting the Minor Parkway. Refer to Figure 27-98-11 Table of Minor Parkway Street Type Frontage Options.

- c. **Dedication.** When the sidewalk is fully or partially located on private property, right-of-way dedication is required, so that the sidewalk is fully located in the right-of-way. The public works director may approve an easement in lieu of right-of-way dedication based on the geometry of the site, topography, or other site-specific considerations.
- d. **Curb Movement.** The existing street curb may be required to move, based on the selection of the appropriate, context sensitive bicycle facility, per the public works director.

**FIGURE 27-98-9: TABLE OF MINOR PARKWAY STREET TYPE REQUIREMENTS**

Right-of-Way Width	Existing varies; 100' to 120' per public works director
Travel Lanes	2 to 4 lanes, 2 way
Lane Width	10' to 12' per public works director
Allowable Turn Lanes	Per public works director
Parking Lanes	Permitted only with public works director approval; Parallel only, 8' wide
Pavement Width	Existing, varies. Recommended median when crossing exceeds 32 feet in width.
Frontage Options	Refer to Figure 27-98-11 Table of Minor Parkway Street Type Frontage Options

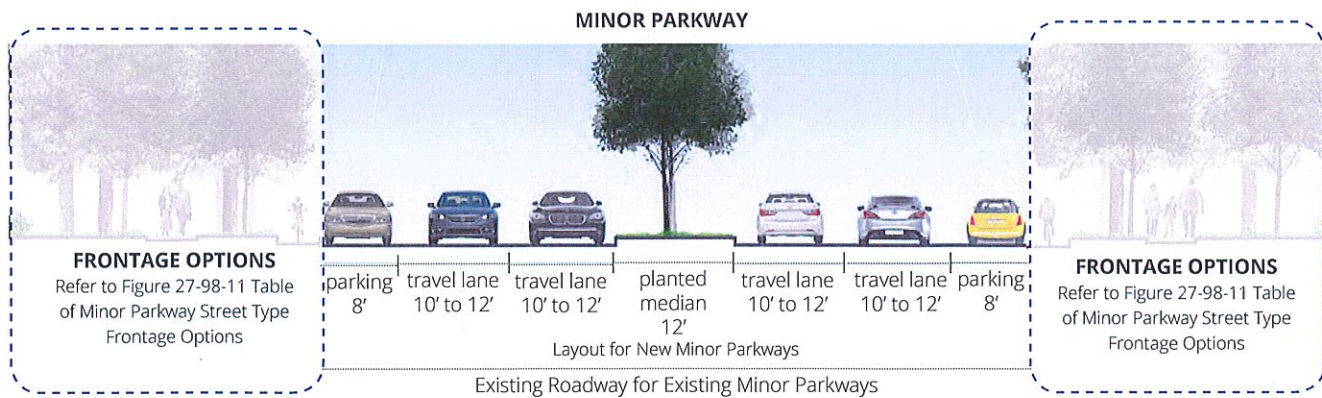


Figure 27-98-10 Minor Parkway Street Section - Existing and New



# 27-98 Perimeter Center Overlay

## Street Types

**FIGURE 27-98-11: TABLE OF MINOR PARKWAY FRONTAGE OPTIONS**

	PARKING EDGE refer to FIGURE 27-98-12	ACTIVE EDGE refer to FIGURE 27-98-13	BUILDING EDGE refer to FIGURE 27-98-14
<b>1</b> Minimum Depth of Frontage	The minimum depth of the frontage shall be 34 feet measured from existing curb. Minimum depths of components shall be met; additional areas shall be added to any component to meet the minimum 34 feet.		
<b>2</b> Street Buffer	<p>Minimum Depth: Street buffer depth may be varied, at a minimum of 6 feet wide with average of 10 feet.</p> <p>Tree Plantings: Informal groupings of trees shall be spaced intermittently along the parkway, with the goal of shading the parkway sidewalk at maturity. Trees shall be spaced between 12 feet and 40 feet on center. The buffer shall consist of at least 5 canopy trees per every 100 feet of buffer.</p> <p>Grade: Grade changes may be accommodated within the street buffer with slopes no greater than 1 to 4 ratio of rise to run. Retaining walls may be incorporated to meet these grades, but shall be no taller than 3 feet.</p>		
<b>3</b> Sidewalk	A minimum 6 foot wide sidewalk is required and may meander between trees.		
<b>4</b> Bicycle Facilities	A separated, dedicated bicycle facility is required consisting of an on-street buffered bicycle lane, dedicated cycle track, or shared-use path (a minimum width of 12') per public works director.		
<b>5</b> Yard Treatment	Minimum Depth: minimum 6 foot deep landscape or patio area is required.		
	Parking Screen is required. Refer to Figure 27-229 Landscape Screen Requirements.	Patio shall be clearly differentiated from sidewalk. Fencing may be required for alcohol service per city ordinance. For PC Districts, the portion of the building facade adjacent to the patio shall meet the primary street facade requirements.	no additional requirements
<b>6</b> Building & Parking Location	Refer to Article II. Zoning Districts for setback line or 27-105 Building Types for Parkway Frontage requirements for allowable widths of parking along the frontage and required building facades along the frontage.		

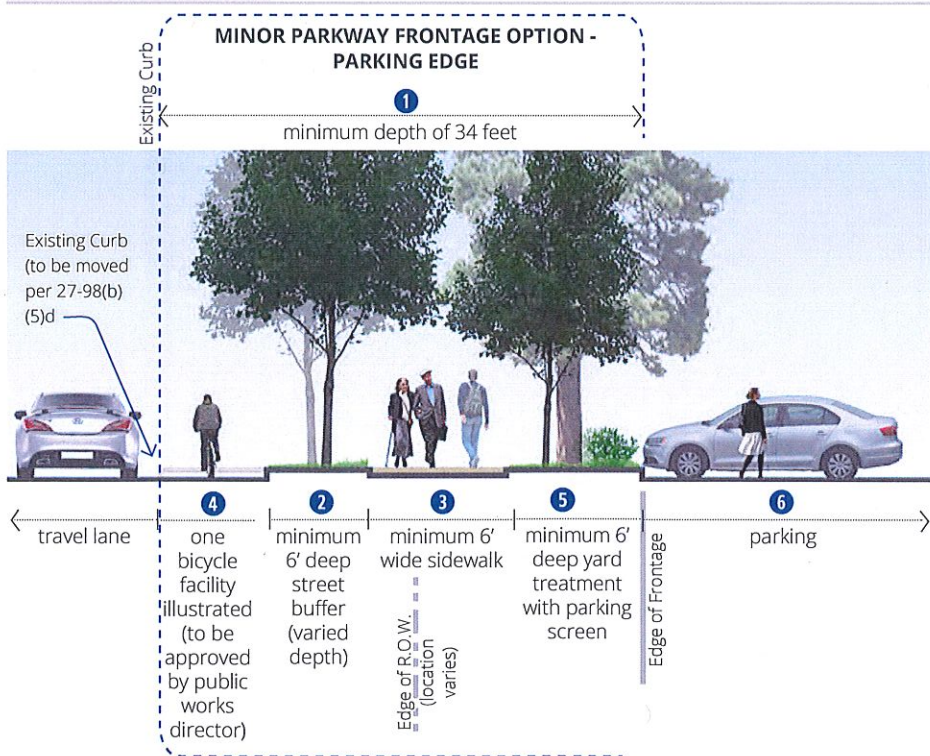


Figure 27-98-12 Minor Parkway Frontage Option - Parking Edge



# 27-98 Perimeter Center Overlay

## Street Types

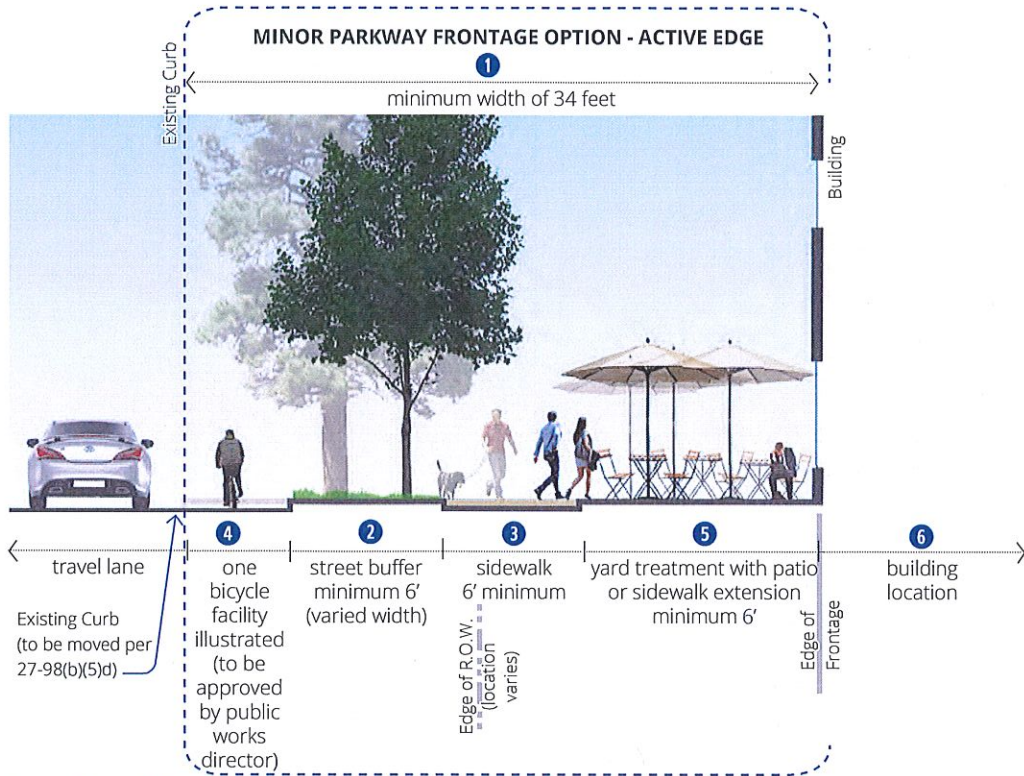


Figure 27-98-13 Minor Parkway Frontage Option - Active Edge

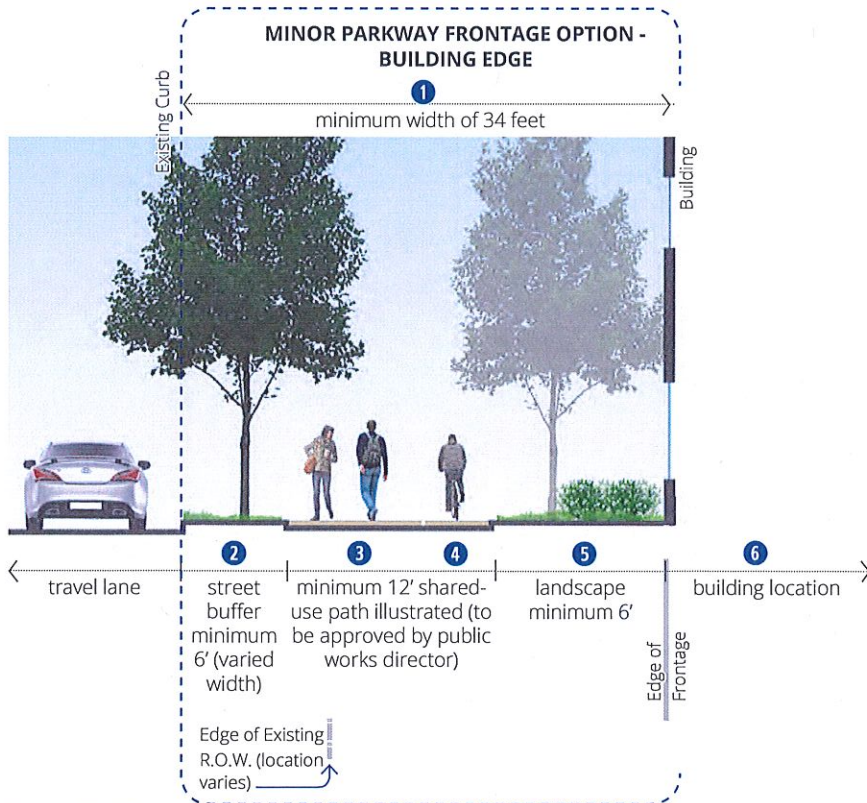


Figure 27-98-14 Minor Parkway Frontage Option - Building Edge

# 27-98 Perimeter Center Overlay

## Street Types

### (7) Primary Street Type

The Primary Street Type applies to new and existing streets per Figure 27-98-2 Street Types Map.

- a. New Primary Streets.** Refer to Figure 27-98-15 Table of Primary Street Type Requirements for primary street type requirements for new streets, Figure 27-98-16 Primary Street Type Section: Typical illustrates the typical street section. A narrow version is available for limited application (refer to Figure 27-98-17 Primary Street Type Section: Narrow).
- b. Frontage Options.** Frontages address the pedestrian and bicycle realm as well as street & parking buffers and public space options. Parcels that are adjacent to a Primary Street as

designated on Figure 27-98-2 Street Types Map shall apply one or more of the Primary Street Frontage Options along the entire length of the lot line abutting the Minor Parkway. Refer to Figure 27-98-18 Table of Primary Street Frontage Options.

- c. Dedication.** When the sidewalk is fully or partially located on private property, right-of-way dedication is required, so that the sidewalk is fully located in the right-of-way. The public works director may approve an easement in lieu of right-of-way dedication based on the geometry of the site, topography, or other site-specific considerations.
- d. Curb Movement.** The existing street curb may be required to move, based on the selection of the appropriate, context sensitive bicycle facility, per the public works director.

**FIGURE 27-98-15: TABLE OF PRIMARY STREET TYPE REQUIREMENTS**

CONFIGURATION	TYPICAL refer to Figure 27-98-16	LIMITED NARROW refer to Figure 27-98-17
Permitted Location per Adjacent Zoning	any district	RM-HD, PC-4 Districts; use requires approval of public works director/community development director
Right-of-Way Width	66' to 100' per public works director	60' to 75' per public works director
Travel Lanes	2 lanes, 2 way	1 yield lane
Lane Width	10' to 12' per public works director	16' to 18' per public works director
Allowable Turn Lanes	Per public works director	Per public works director
Parking Lanes	Per public works director	Per public works director
Pavement Width	34' to 40'	32'
Frontage Options	Refer to Figure 27-98-18 Table of Primary Street Frontage Options	Yard Edge Frontage Option only

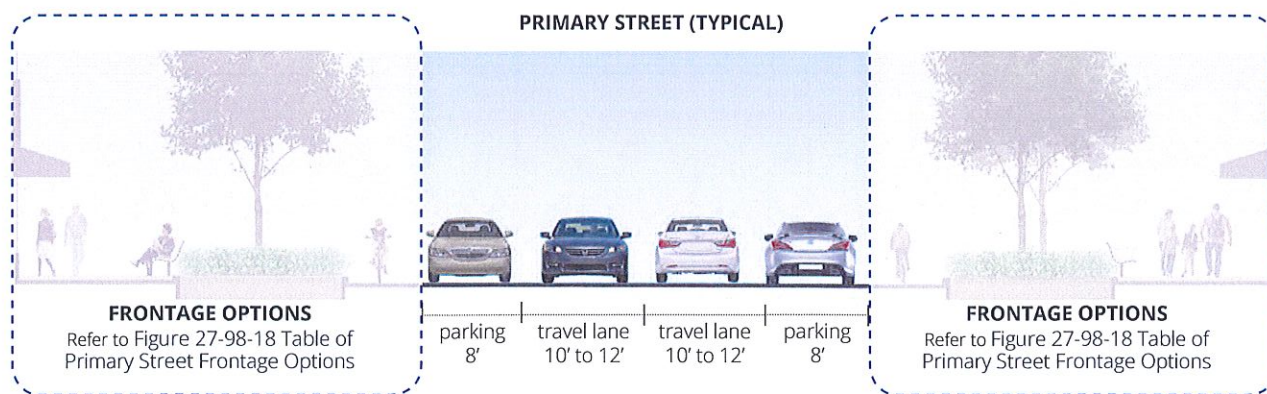


Figure 27-98-16 Primary Street Type Section: Typical



# 27-98 Perimeter Center Overlay

## Street Types

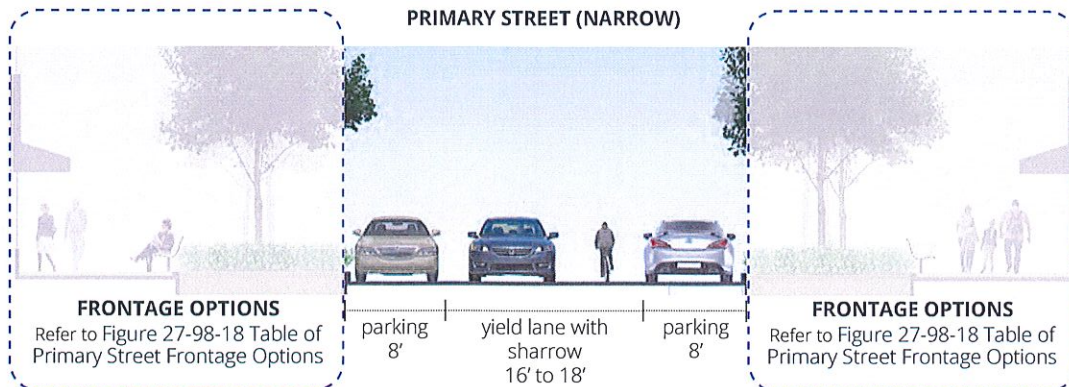


Figure 27-98-17 Primary Street Type Section: Narrow

FIGURE 27-98-18: TABLE OF PRIMARY STREET FRONTAGE OPTIONS					
	BUILDING EDGE refer to FIGURE 27-98-19	PARKING EDGE refer to FIGURE 27-98-20	YARD EDGE refer to FIGURE 27-98-21	COURTYARD/ PLAZA A OR B refer to FIGURE 27-98-22 OR FIGURE 27-98-23	DROP-OFF DRIVE EDGE refer to FIGURE 27-98-24
<b>1</b> Minimum Depth of Frontage	24 feet	30 feet	16 feet	20 feet	20 feet
<b>2</b> Street Buffer	The minimum depth of the frontage shall be measured from existing curb. Minimum depths of components shall be met; additional areas shall be added to any component to meet the minimum overall depth defined above.				
	Minimum Depth: Street buffer depth shall be a minimum of 6 feet wide.				
	Tree Planting: Canopy trees spaced minimum 35' on center in planters or wells, either raised or at grade, with access through planters to street, minimum every 60'.  Grade changes may be accommodated within the street buffer with slopes no greater than 1 ft of rise in 3 ft run. Retaining walls may be incorporated to meet these grades, but shall be no taller than 18 inches. Steps may also be incorporated.		Minimum of one tree per 30 linear feet of frontage, spaced equally or informally		
<b>3</b> Sidewalk	Minimum 10' wide clear paved sidewalk with furnishings		Minimum 6' wide sidewalk		
<b>4</b> Bicycle Facilities	A separated, dedicated bicycle facility is required consisting of an on-street buffered bicycle lane, dedicated cycle track, or shared-use path (a minimum width of 12') per public works director.				
<b>5</b> Yard Treatment	Build-to Zone is directly adjacent to sidewalk	Minimum 5' landscape area is required to screen parking. Minimum 24" wide shrubs required 30" o.c.	yard depth determined PC Districts: by build-to zone of Building Type. Zoning District: by building setback	30' to 60' deep courtyard or plaza permitted with maximum of 30% of frontage in PC-2 and PC-3, maximum of 10% of frontage in PC-1	minimum 5' buffer; maximum 30' deep drop-off drive is permitted. maximum of 20% of frontage
<b>6</b> Building & Parking Location	Article II. Zoning Districts for setback line or 27-105 Building Types for Primary Street Frontage requirements for allowable widths of parking along the frontage and required building facades along the frontage.				



# 27-98 Perimeter Center Overlay

Street Types

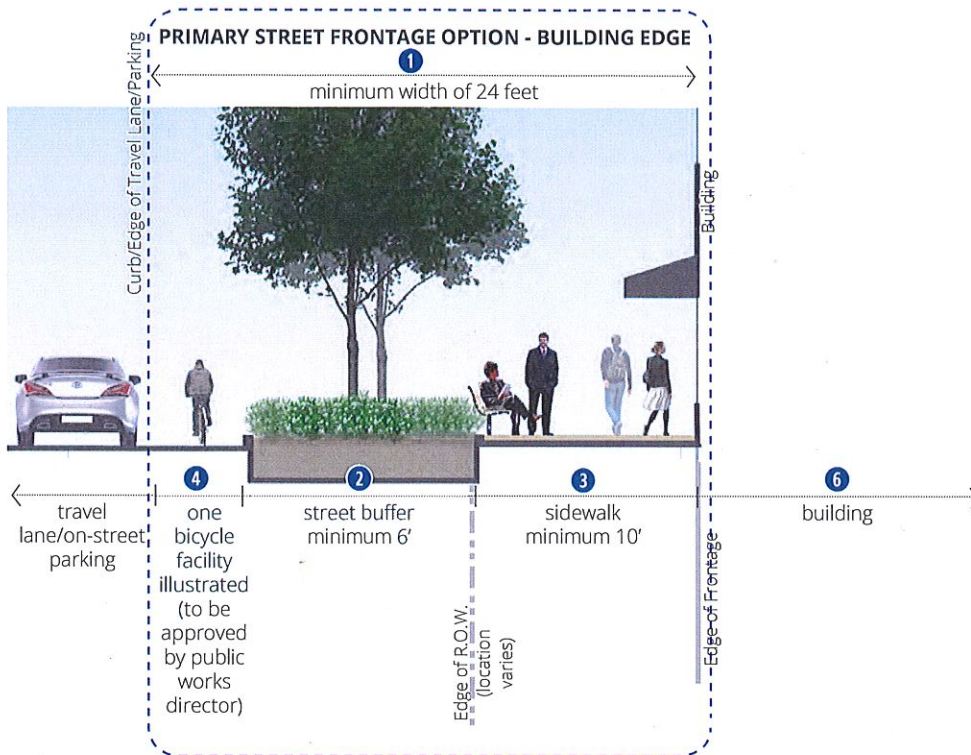


Figure 27-98-19 Primary Street Frontage Option - Building Edge

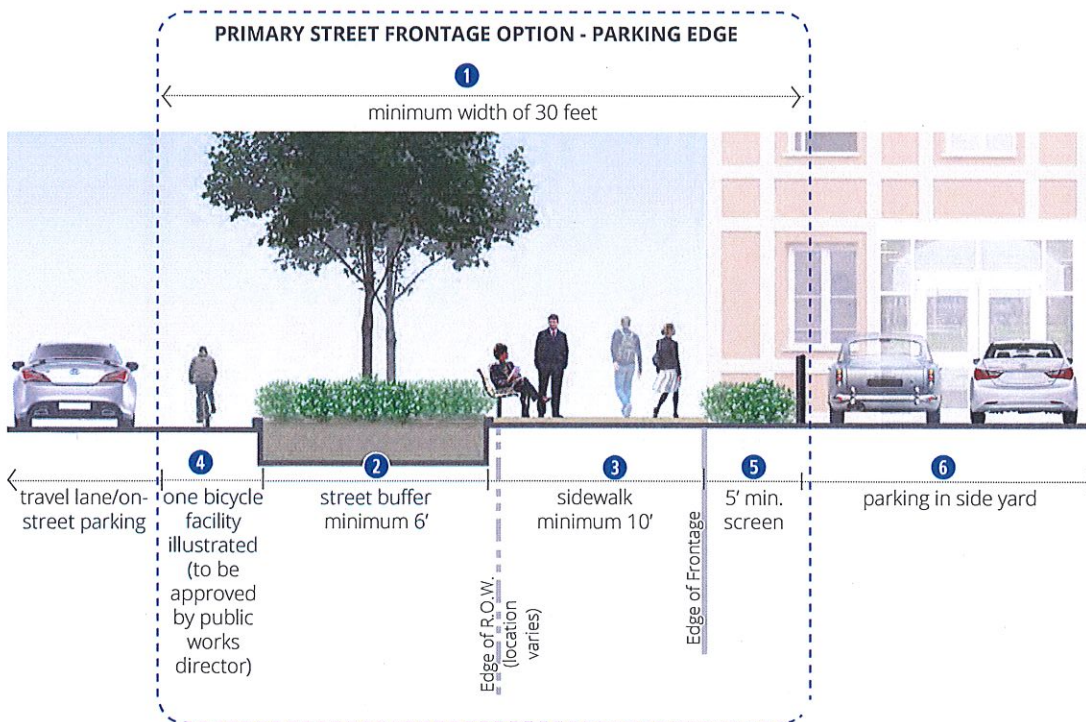


Figure 27-98-20 Primary Street Frontage Option - Parking Edge

# 27-98 Perimeter Center Overlay

## Street Types

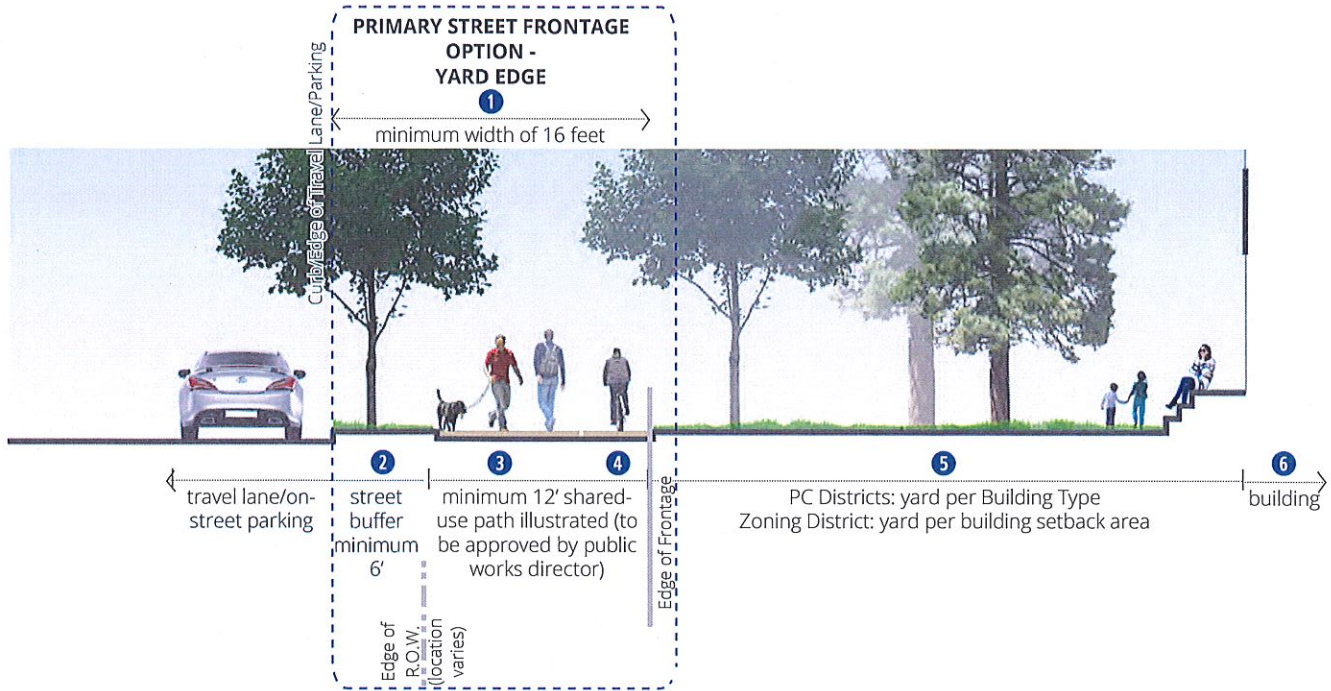


Figure 27-98-21 Primary Street Frontage Option - Yard Edge

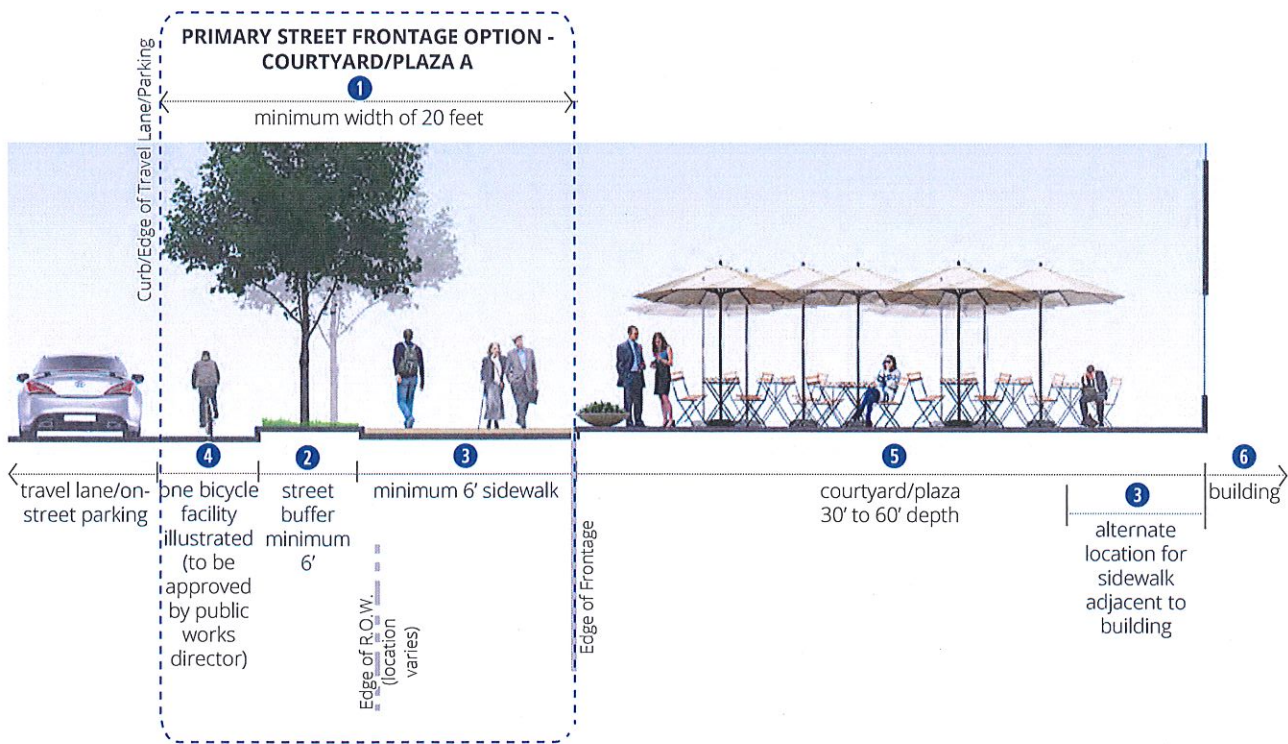


Figure 27-98-22 Primary Street Frontage - Courtyard/Plaza A



# 27-98 Perimeter Center Overlay

## Street Types

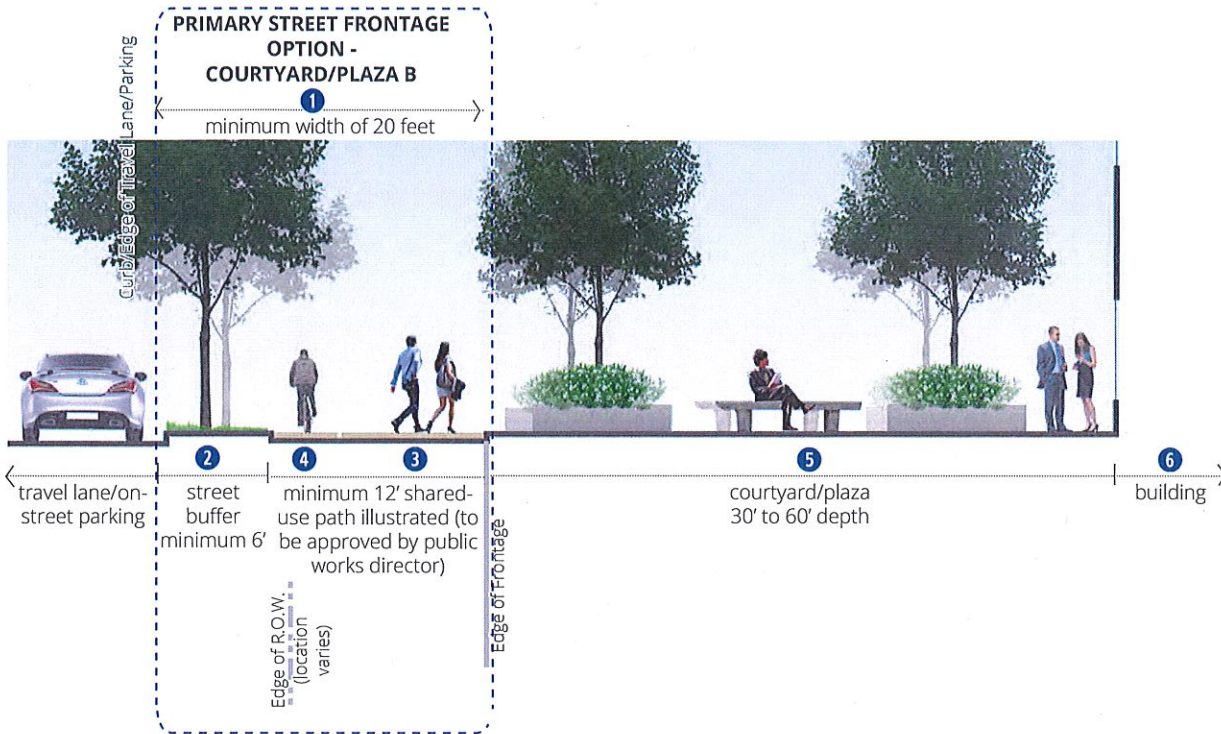


Figure 27-98-23 Primary Street Frontage Option - Courtyard/Plaza B

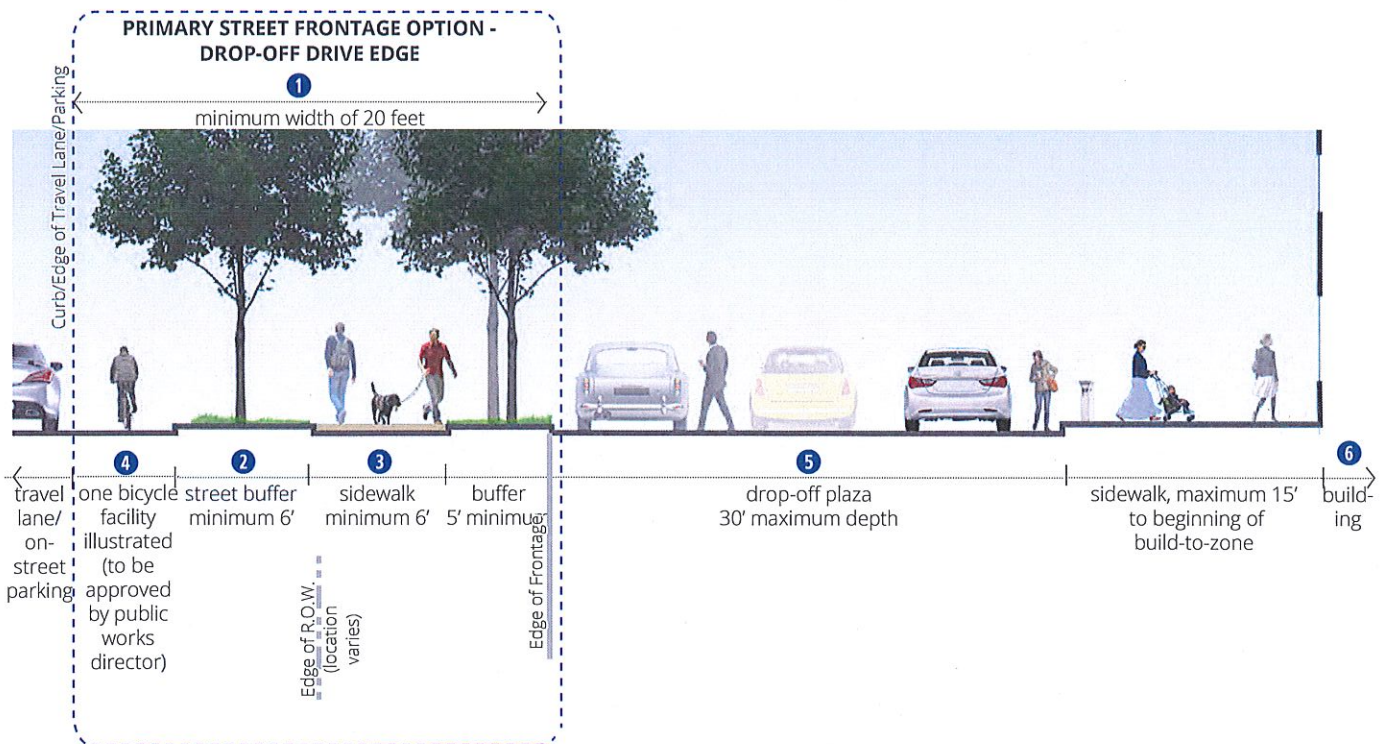


Figure 27-98-24 Primary Street Frontage Option - Drop-off Drive Edge



# 27-98 Perimeter Center Overlay

## Street Types

### (8) Secondary Street Type

The Secondary Street Type applies to new and existing streets per Figure 27-98-2 Street Types Map.

- a. New Secondary Streets.** Refer to Figure 27-98-25 Table of Secondary Street Type Requirements for Secondary Street Type requirements for new streets, Figure 27-98-26 Secondary Street Type Section - Typical illustrates the typical street section. A narrow version is available for limited application (refer to Figure 27-98-27 Secondary Street Type Section - Narrow).
- b. Frontage Options.** Frontages address the pedestrian and bicycle realm as well as street & parking buffers and public space options. Parcels that are adjacent to a Secondary Street as designated on Figure 27-98-2 Street Types Map, shall apply one or more of the Secondary

Street frontage options along the entire length of the lot line abutting the Secondary Street. Refer to Figure 27-98-28 Table of Secondary Street Frontage Options.

- c. Dedication.** When the sidewalk is fully or partially located on private property, right-of-way dedication is required, so that the sidewalk is fully located in the right-of-way. The public works director may approve an easement in lieu of right-of-way dedication based on the geometry of the site, topography, or other site-specific considerations.
- d. Curb Movement.** The existing street curb may be required to move, based on the selection of the appropriate, context sensitive bicycle facility, per the public works director.

**FIGURE 27-98-25: TABLE OF SECONDARY STREET TYPE REQUIREMENTS**

CONFIGURATION	TYPICAL refer to Figure 27-98-26	LIMITED NARROW refer to Figure 27-98-27
Permitted Location per Adjacent Zoning	any district	RM-HD, PC-4 Districts; use requires approval of public works director/community development director
Right-of-Way Width	66' to 100' per public works director	60' to 75' per public works director
Travel Lanes	2 lanes, 2 way	1 yield lane
Lane Width	10' to 12' per public works director	16' to 18' per public works director
Allowable Turn Lanes	Per public works director	Per public works director
Parking Lanes	Per public works director	Per public works director
Pavement Width	34' to 40'	32'
Frontage Options	Refer to Figure 27-98-28 Table of Secondary Street Frontage Options	

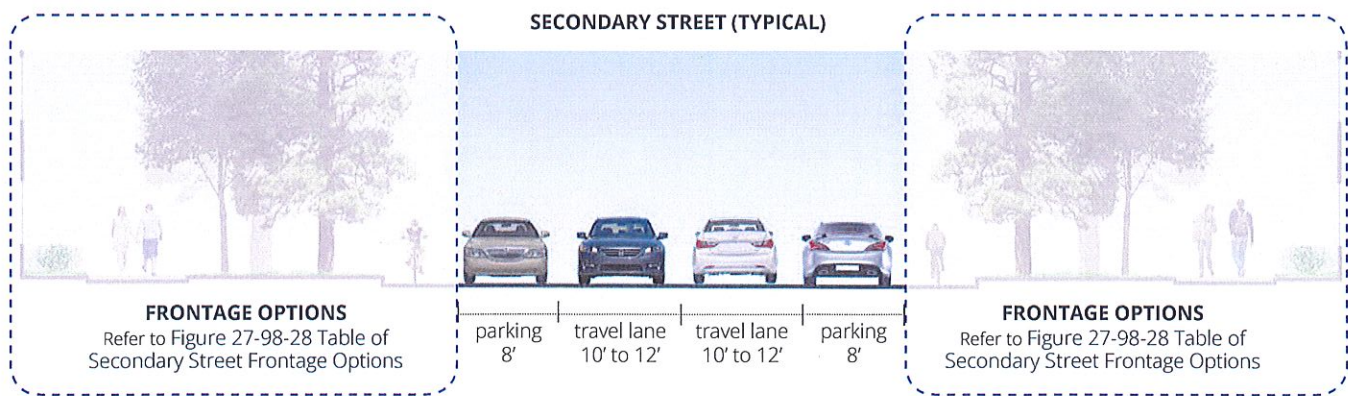


Figure 27-98-26 Secondary Street Type Section - Typical



# 27-98 Perimeter Center Overlay

## Street Types

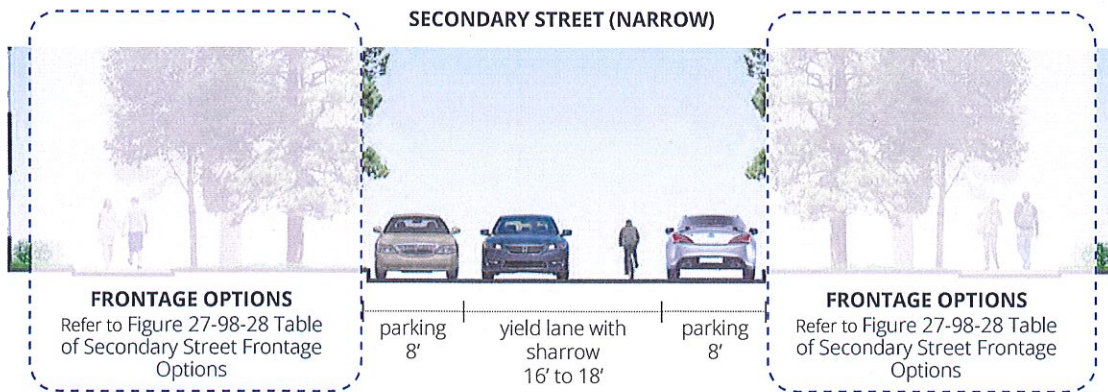


Figure 27-98-27 Secondary Street Type Section - Narrow

FIGURE 27-98-28: TABLE OF SECONDARY STREET FRONTAGE OPTIONS		
	PARKING EDGE refer to FIGURE 27-98-29	YARD EDGE refer to FIGURE 27-98-30
1 Minimum Depth of Frontage	The minimum depth of the frontage shall be 20 feet measured from existing curb. Minimum depths of components shall be met; additional areas shall be added to any component to meet the minimum overall depth.	
2 Street Buffer	<p>Minimum Depth: Street buffer width shall be a minimum of 6 feet wide.</p> <p>Tree Plantings: A minimum of one tree for every 300 square feet of buffer shall be provided, spaced evenly or informally.</p> <p>Grade: Grade changes may be accommodated within the street buffer with slopes no greater than 1 ft of rise in 4 ft run. Retaining walls may be incorporated to meet these grades, but shall be no taller than 3 feet.</p>	
3 Sidewalk	A minimum 6 foot wide sidewalk is required and may meander between trees.	
4 Bicycle Facilities	Shared, on-street bicycle facilities	
5 Yard Treatment	A minimum 8' screen is required between parking and the sidewalk. The screen shall include a canopy tree every 30 feet of frontage, spaced evenly or informally, and a double row of shrubs, minimum 24" in height and width at maturity, staggered and spaced 24" on center.	A minimum 5' deep landscape yard is required, with a minimum of 30 shrubs, perennials, and/or grasses for every 500 square feet of yard area.
6 Building & Parking Location	Refer to Article II. Zoning Districts for setback line or 27-105 Building Types for Secondary Frontage Options requirements for allowable widths of parking along the frontage and required building facades along the frontage.	

# 27-98 Perimeter Center Overlay

## Street Types

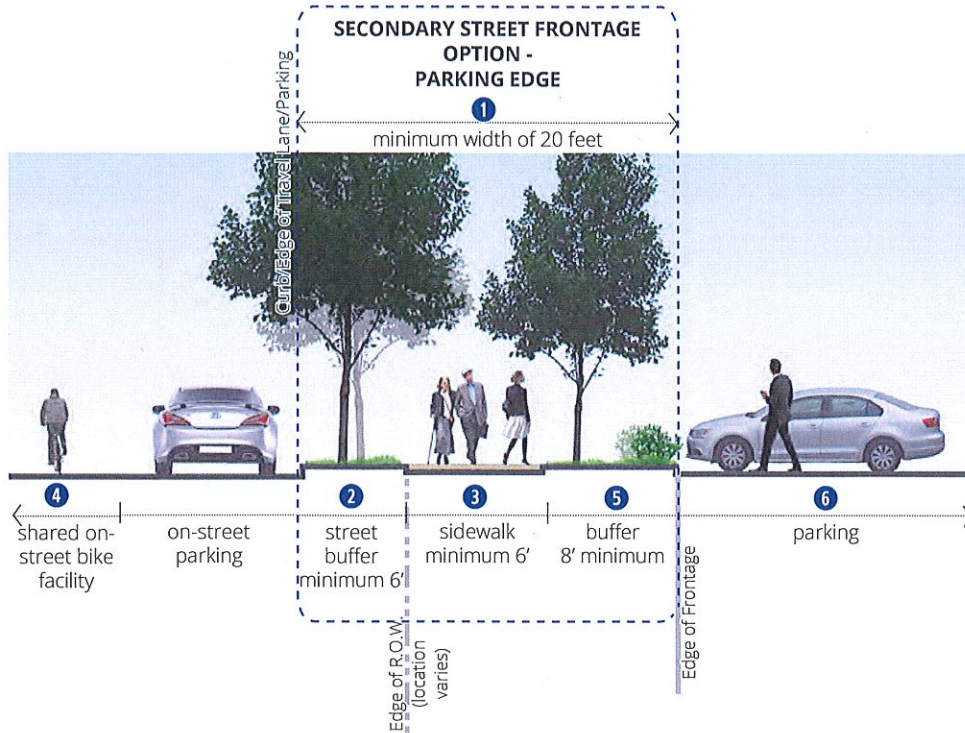


Figure 27-98-29 Secondary Street Frontage Option - Parking Edge

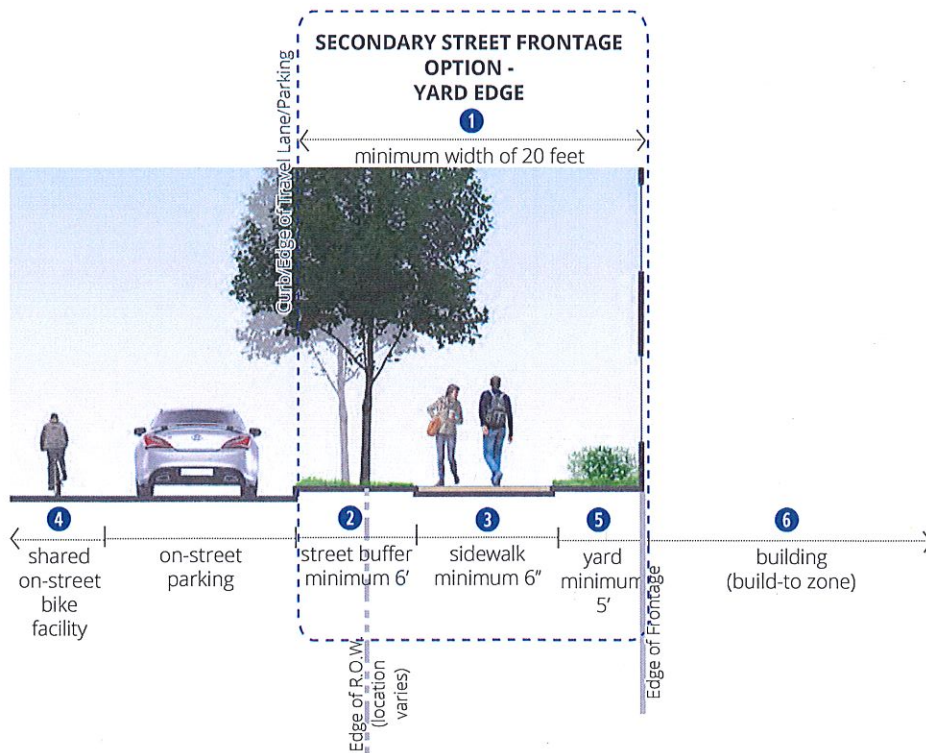


Figure 27-98-30 Secondary Street Frontage Option - Yard Edge



## 27-98 Perimeter Center Overlay

### Streets & Blocks

#### (c) Streets & Blocks

##### (1) Intent

The intent of the following requirements is to form an interconnected network of streets with multiple intersections and block sizes scaled to support multiple modes of transportation, including walking, biking, transit use, and driving, within the Perimeter Center Overlay area. Also refer to Chapter 16 for additional regulations.

##### (2) Applicability

All new development and redevelopment on site 5 acres or larger within the Perimeter Center Overlay shall meet the general block, lot, and street design requirements under any of the following circumstances:

- a. **New Structure.** Development of a new principal structure on a lot or portion of a lot.
- b. **Redevelopment or Renovation.** Redevelopment or renovation to an existing structure or site that increases the gross building square footage by more than 50 percent.
- c. **Parking Lots.** Redevelopment or revision to 50 percent or more of an existing parking lot or development of a new parking lot consisting of 15 or more spaces, not including resurfacing or repairing an existing layout.

##### (3) New Street Locations.

- a. **Street Types Map.** Proposed street locations are illustrated on Figure 27-98-2 Street Types Map, defined to establish a network that would fulfill the Streets & Blocks intent and regulations.
- b. **Public Works Director.** Locations illustrated on the Street Types map are approximate. The requirements and locations of all streets shall be determined by and approved by the public works director during the Site Plan review process.

##### (4) Street Connectivity.

The following provides requirements and guidance for locating new streets and connecting to surrounding context.

- a. The arrangement of streets shall provide for the continuation of existing streets from adjoining areas into new developments.
- b. Cul-de-sac and dead end streets should be avoided and utilized only when topography and

other existing barriers, such as highways, rail lines, or waterways, prevent street connectivity.

- c. Streets should follow natural features rather than interrupting or dead-ending at the feature.
- d. Streets should terminate at another street with either open space or a building facade across from the termination.
- e. When adjacent developments do not provide connectivity, coordinate with the community development director and public works director to determine the potential for future connections and provide for those connections.

##### (5) Block Configuration

Refer to Figure 27-98-31 for an illustration of Typical Block Elements and section 16-240 for Blocks.

- a. Blocks should be deep enough to accommodate buildings facing streets with parking located in the interior. Refer to 27-98(b) Street Types for minimum building frontages required for all streets.
- b. Blocks may be configured to include existing lots within an existing zoning district that is outside of the Perimeter Center Overlay.

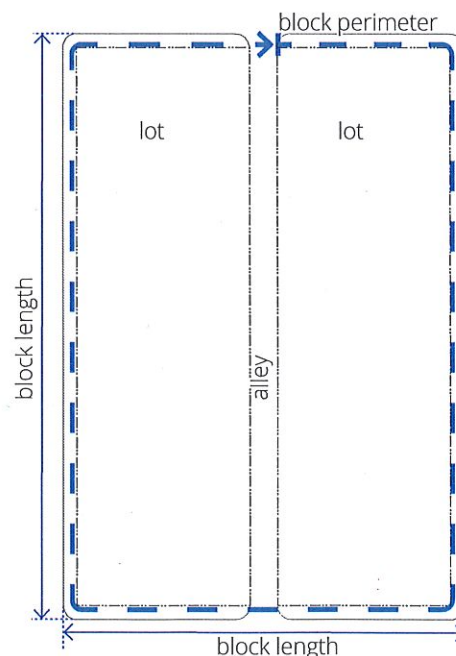


Figure 27-98-31 Typical Block Elements



## 27-98 Perimeter Center Overlay

### Streets & Blocks

- c. A network of streets is required to meet the maximum block size requirement. Proposed new streets to meet these sizes are illustrated on Figure 27-98-2 Street Types Map.
- d. **Block Sizes for Zoning Districts.** Block sizes for residential and commercial development and redevelopment are designated in section 16-240.
- e. **Block Sizes for Perimeter Center (PC) Districts.** Maximum block perimeter for all PC Districts is 2400 feet. Recommended block perimeter is a maximum of 1800 feet.
- f. **Exceptions.** Exceptions to block sizes include locations adjacent to natural features, such as steep grades and drainage areas, and other existing barriers, such as an inability to connect to adjacent parcels.

#### (6) Block Driveway Access Configurations

- a. Blocks may include alleys, drives, or driveway entrances for service, parking accessibility, and other routes internal to the development.
- b. Access to blocks should be aligned across the street from access to other blocks.
- c. In the Perimeter Center districts, driveway locations are defined in the general Building Type requirements. Refer to 27-105(a)(10) Driveways.
- d. **Mid-Block Pedestrianways.** Mid-Block pedestrianways are required through blocks longer than 800 feet and at locations that connect public rights-of-way with other public facilities such as parks and transit.
  - 1. When combined with mid-block street crossings, these pathways should align to facilitate easy pedestrian movements.
  - 2. Mid-block pedestrianways should be located in the middle third of a block face.
  - 3. Minimum width for mid-block pedestrianways rights-of-way or easements is 20 feet.
  - 4. A minimum of 1 canopy tree per 600 square feet of area is required.
  - 5. Mid-block pedestrianways should be treated with the minimum design requirements per 27-98(b)(4) Streetscape Furnishings & Hardscape Design.

- 6. Shared-use paths through blocks per 27-98(b)(3)d may fulfill the requirements for Mid-Block Pedestrianways.

#### (7) Street Types

Refer to 27-98(b) Street Types for requirements for streets.

- a. **Street Type.** All new and existing streets shall utilize one of the permitted Street Types per Figure 27-98-2 and the requirements of 27-98(b) Street Types.
- b. **Frontage Options.** For each side of a street adjacent to or within the development, one of the frontage options defined by Street Type shall be utilized.
- c. **Other Internal Street.** Other street types completely internal to the development may be approved by the public works director and the community development director through minor exception.
- d. **Public Use.** All streets shall be available for public use at all times. Gated streets and streets posted as private are not permitted.
- e. **Dimensions.** The dimensions defined in each Street Type provide the acceptable ranges. The public works director shall determine the appropriate configuration and dimensions for each street. Minor exceptions may be approved by the public works director during the approval process.
- f. **Additional Director Requirements.** During the Pre-Submittal Conference, the community development director and/or public works director may adjust requirements for right-of-way, pavement width, or street elements depending on unique site locations and characteristics.
- g. **Street Construction.** All street construction, whether publicly dedicated or privately held, shall follow Street Type and Frontage requirements and any other specifications defined by the City.
- h. **Private Streets.** Private streets that prevent street connectivity or are inconsistent with adopted plans shall not be permitted.



## 27-98 Perimeter Center Overlay

### General Building Design Criteria

#### (d) General Building Design Criteria

**(1) Intent.** These criteria are intended to address each building's appearance and cohesiveness within the overall Perimeter Center Overlay area. Further, the criteria are intended to elicit high quality buildings, enhance the pedestrian experience, maintain an appropriate scale, and implement the vision for the area as defined in current plans.

**(2) Applicability.** The following outlines the general design criteria applicable to all buildings within the Perimeter Center Overlay.

**a. Applicable Facades.** These criteria apply to all facades visible from the street, facing streets, facing main parking lots, and adjacent to open spaces, unless otherwise noted.

**b. Applicable Development Sites.** All new development and redevelopment within the Perimeter Center Overlay shall meet the general building design requirements under any of the following circumstances:

1. **New Structures & Additions.** Development of a new principal structure or additions to a principal structure on a lot or a portion of a lot.
2. **Existing Façade Renovation.** An alteration to an existing structure that includes renovation of more than 50 percent of an applicable facade.

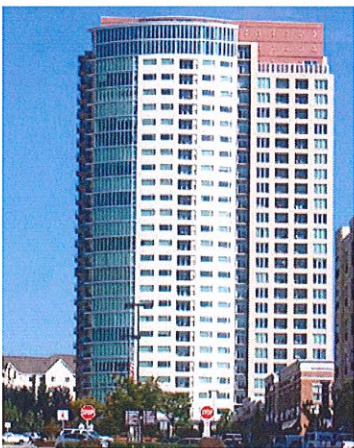
#### (3) Materials.

**a. Major Facade Materials.** Major facade materials include high quality, durable, finish materials, such as brick, stone, and glass. Other high quality materials may be approved by the Director of Community Development during the site plan process. A minimum of 80 percent of each facade shall be constructed of major materials. Street facade materials shall continue around the corner of the building to non-street-facing facades a minimum depth of 20 feet. Refer to Figure 27-98-32 Major Materials.

**b. Minor Materials.** Acceptable high quality minor facade materials include all major materials; cement-based stucco; wood lap siding and shingles; architectural metal siding; architecturally finished concrete; fiber cement siding or shingles (such as Hardie Company products or similar); synthetic stucco/EIFS (see restrictions below); glass block; split-faced, burnished, glazed, or honed concrete masonry



Major Materials: Brick, stone



Major Materials: Glass, concrete

Figure 27-98-32 Major Materials



## 27-98 Perimeter Center Overlay

### General Building Design Criteria

units (CMU), cast stone concrete elements. No more than 20 percent of each facade shall consist of minor materials.

**c. Accent Materials.** The following materials may be used for trim, details, soffits, eaves, and other accent areas: vinyl; aluminum and other durable metals; and metal for beams, lintels, trim, and ornamentation. Other materials may be approved by the Director of Community Development during the site plan process.

**d. Restrictions.**

1. The use of plain CMU block and vinyl are prohibited as a facade material.
2. Synthetic stucco (EIFS) used on the first or second floor of a building shall be a "high-impact" system. Conventional EIFS may be used above the second floor.

**e. Roof Materials.** Wherever asphalt shingles are used, they shall be a minimum 3-dimensional architectural type.

#### (4) Windows, Awnings, and Shutters

**a. Quantity of Windows.** A minimum of 15 percent window coverage is required per story on all street facing facades and any facade visible from a street.

1. **Measurement.** Window requirements are measured as a percentage of the facade per floor.
2. **Blank Walls.** Windows shall be distributed so that no rectangular area greater than 30 percent of any story's facade, as measured from floor to floor, and no horizontal segment of a story's facade greater than 30 feet in width is windowless and violates the minimum percentage requirements.

**b. Transparent Glass.** All window glass shall be highly transparent with low reflectance. Light transmission should be approximately 60 percent for ground story windows and a minimum of 55 percent for upper story windows.

**c. Awnings.** All awnings shall be canvas or metal. Plastic awnings are prohibited. Awnings shall not be translucent. Refer to Figure 27-98-33 Awnings.



Permitted Awnings: Metal



Permitted Awnings: Canvas

Figure 27-98-33 Awnings



## 27-98 Perimeter Center Overlay

### General Building Design Criteria



Figure 27-98-34 Examples of Ground Story along Slope.

**d. Shutters.** If installed, shutters, whether functional or not, may be designed to the following standards:

1. All shutters should be sized for the windows, so that if the shutters were to be closed, they would not be too small for complete coverage of the window.
2. Shutters should be wood, metal, or fiber cement. Other "engineered" woods may be approved during the site plan process with an approved sample and examples of successful, high quality local installations.

**(5) Garage Doors.** The following requirements apply to garage doors provided on any street facade.

- a. Location.** Garage doors are not permitted on Primary Street facades unless not utilized for vehicular access (but for patio access, open air dining). Garage doors are permitted on Secondary Street Facades with direct access to the street. The preferred location is on interior lot facades.
- b. Recessed from Facades.** Garage Doors located on street facing facades shall be recessed a minimum of 3 feet from the dominant facade of the principal building facing the same street.
- c. Design.** Garage doors facing a Secondary Street and intended to be closed during business hours shall be clad with materials consistent with the design of the building. Carriage-style doors are required on the Townhouse and Detached House Building Type.

#### **(6) Ground Story at Sloping Facades**

- a. Intent.** Given the slopes in many parts of the Perimeter Center area, building design must accommodate grade changes along the sidewalk without creating tall, out-of-scale blank walls. Large, unarticulated building facades signal to pedestrians that an area is not intended for walking, reducing activity in the area and creating dead zones. Refer to Figure 27-98-34 Examples of Ground Story along Slope.
- b. Regulations for Shopfronts.**
  1. Grade transitions on the building along the sidewalk should be designed to maximize active pedestrian-scale frontages between waist and eye level while minimizing blank walls.



## 27-98 Perimeter Center Overlay

### General Building Design Criteria

2. Unless impracticable, the interior floor level should step to match the exterior grade.
3. If it is necessary for the interior floor to remain constant along the grade, changes may be accommodated by a storefront window display space.
4. Knee wall and retaining walls shall not exceed 30 inches in height except along a maximum 15 foot section of facade length.
5. If grade change is more than 12 feet along a single block face, entrance requirements may be increased to one entrance per 80 feet of building frontage.
6. Building entrances adjacent to the street should be within 3 feet of the elevation of the adjacent sidewalk, unless utilizing the PC District building types.

#### c. Regulations for Residential and other Building Frontages.

1. Grade transitions at the building along the sidewalk should be designed to minimize blank walls.
2. Unless impracticable, the interior floor level should step to match the exterior grade.
3. Multiple front entrances along the street activate each segment of building section at each grade.
4. Transition zones between the sidewalk and building facade of porches, terraces, and landscape areas may be used assist with grade changes.
5. If it is necessary for the interior floor to remain constant along the grade, changes can be accommodated by terraced planters and retaining walls.
6. Retaining walls shall not exceed 30 inches in height except along a maximum 15 foot section of frontage.
7. When the elevation of the first floor is more than 3 feet above grade, windows should be provided into the basement or lower floor elevations.

#### (7) Fueling Stations

Refer to Figure 27-98-35 Recommended Gas Station Layout for one illustration of the following criteria.

- a. **Building Location.** A principal building should be built up to any corner with the longest facade along any Primary Street. If no Primary Street abuts the parcel, along the Parkway Facade.
- b. **Side Yard Parking.** One double loaded aisle of parking is permitted on the interior side along a Primary Street, perpendicular to the street.
- c. **Pumps and Canopy Location.** The pumps and canopy may be located on the interior of the parcel, but may have driveways to a street.
- d. **Building Build-to Zone.** A building should be built to within 5 feet to 15 feet of the edge of the Street Type frontage.
- e. **Building Facade Design.** The facade of all buildings shall meet all general design criteria within this section, 27-98(d) General Building Design Criteria.
- f. **Canopy Design.** The canopy, columns, and structure shall be constructed substantially of the same materials utilized on the building.
- g. **Pavement.** Site paving shall consist of maximum 22 foot driveways and lanes along parking and along pumps. All other areas shall be landscaped.
- h. **Frontage.** A maximum of 50 percent of the frontage may be used for parking and fuel areas.

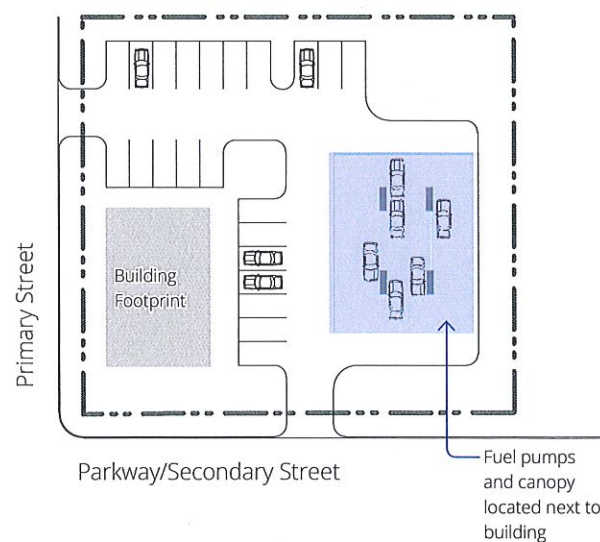


Figure 27-98-35 Recommended Gas Station Layout



## 27-98 Perimeter Center Overlay

### General Building Design Criteria

#### (8) Accessory Drive-through Structures

Refer to Figure 27-98-36 Recommended Drive-Through Facility Layout for one illustration of the following requirements.

- a. **Structure/Canopy.** Drive-through structures or canopies shall be located on the rear or side facade of the building or in the rear of the lot behind the building, where permitted by use. The structure should not be visible from any Primary Street.
- b. **Stacking Lanes.** Stacking lanes shall be located perpendicular to the Primary Street or behind the building.
- c. **Canopy Design.** The canopy, columns, and structure shall be constructed substantially of the same materials utilized on the building.

#### (9) Parking Structures Fronting a Street

The following requirements are provided for parking structures fronting a Secondary Street or Parkway.

- a. **Primary Streets.** Parking structures, whether accessory or principal use, shall not front a Primary Street, unless otherwise approved with Special Land Use Permit per Article V, Division 3.
- b. **Perimeter Center Districts.** In the Perimeter Center (PC) Districts, parking structures as the principal use on the lot require a special land use permit (refer to Article V, Division 3 Special Land Use Permits).
- c. **Parking Structure Design Requirements.**
  1. **Blank Wall Limitations.** On any street facade, no rectangular area greater than 30 percent of any story's facade, as measured from floor to floor, and no horizontal segment of a story's facade greater than 15 feet in width may be solid, blank wall.
  2. **Pedestrian Entry.** A defined pedestrian entrance/exit is required separate from the vehicular entrance and directly accessing the sidewalk. If the entry is enclosed, windows are required to meet a transparency rate of 65 percent.
  3. **Structures along Highways.** Structured parking located along highways shall incorporate architectural elements (e.g. trellises, planters, landscape, panels) that provide visual screening of vehicles and interior lighting.

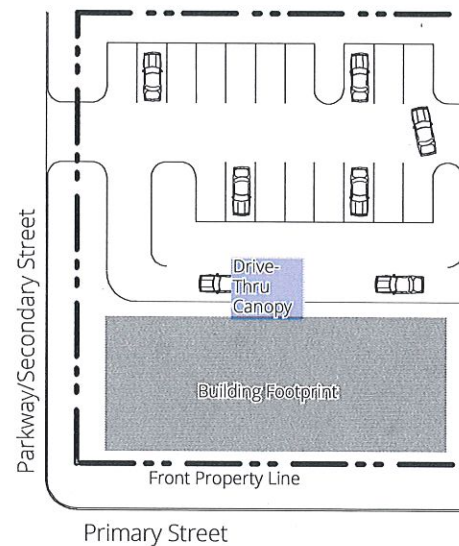


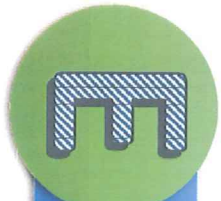
Figure 27-98-36 Recommended Drive-Through Facility Layout

#2.2.

## **27-98 Perimeter Center Overlay**

General Building Design Criteria



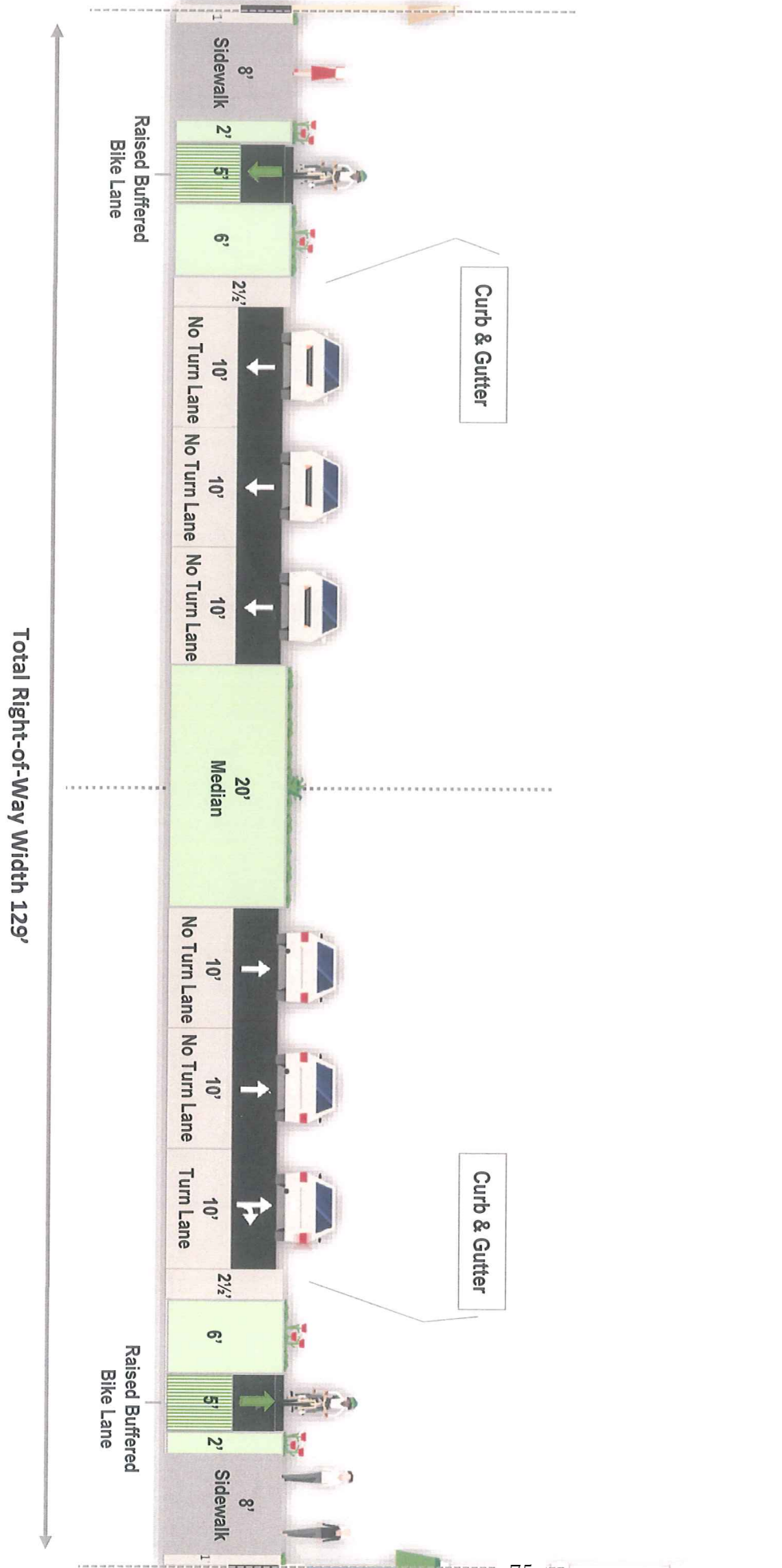


# TYPICAL SECTION

## PERIMETER CENTER PARKWAY TO ASHFORD DUNWOODY ROAD *(facing east)*

Total width: 129'  
6 - 10' Lanes  
Raised, Buffered Bike Lane  
Sidewalk

Right-of-Way Center Line  
Edge of Right-of-Way









-77-

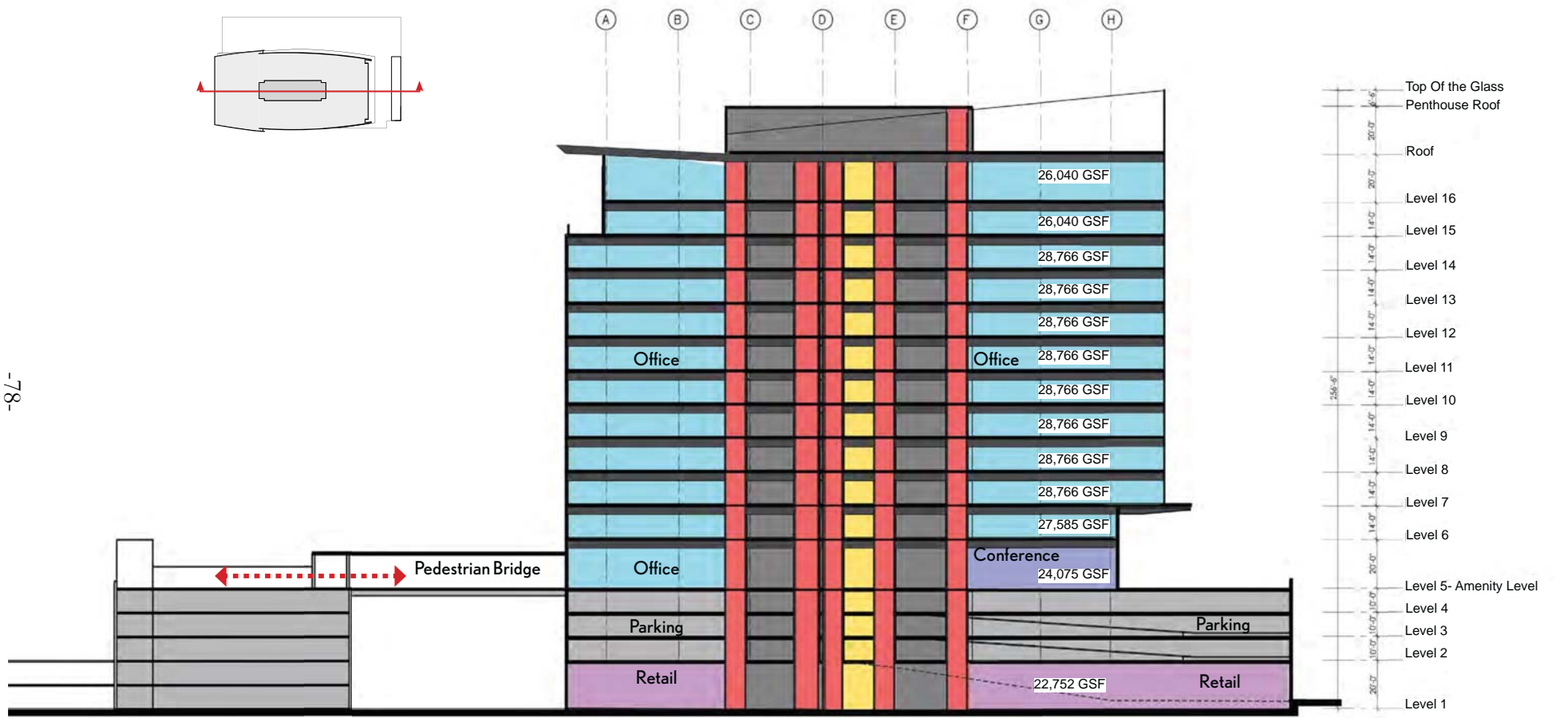


## Central Perimeter Office Building

JUNE 6, 2017



Trammell Crow Company



-78-

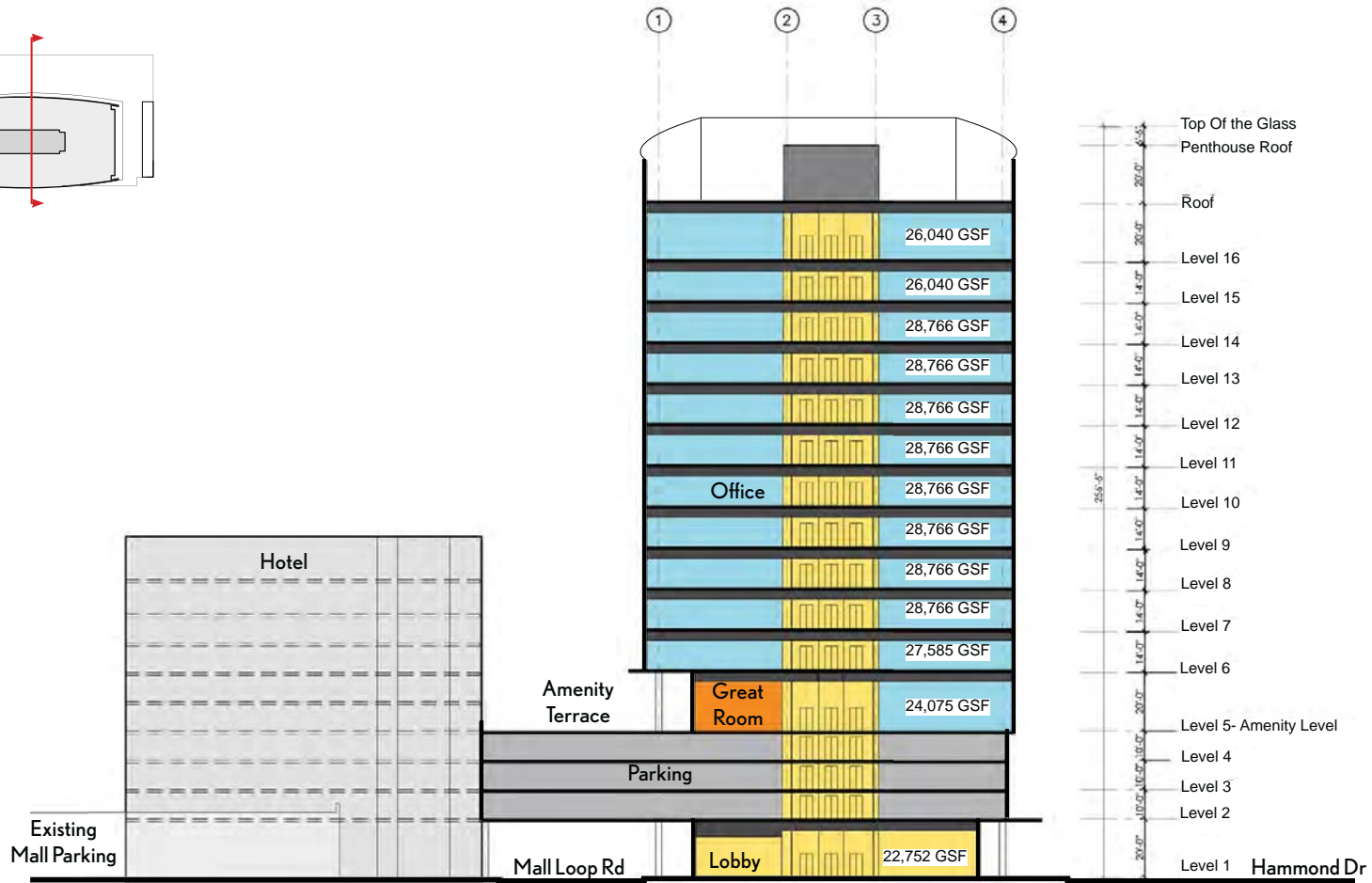
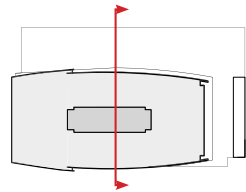
Section A

# Central Perimeter Office Building

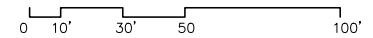
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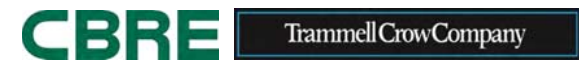


Section B



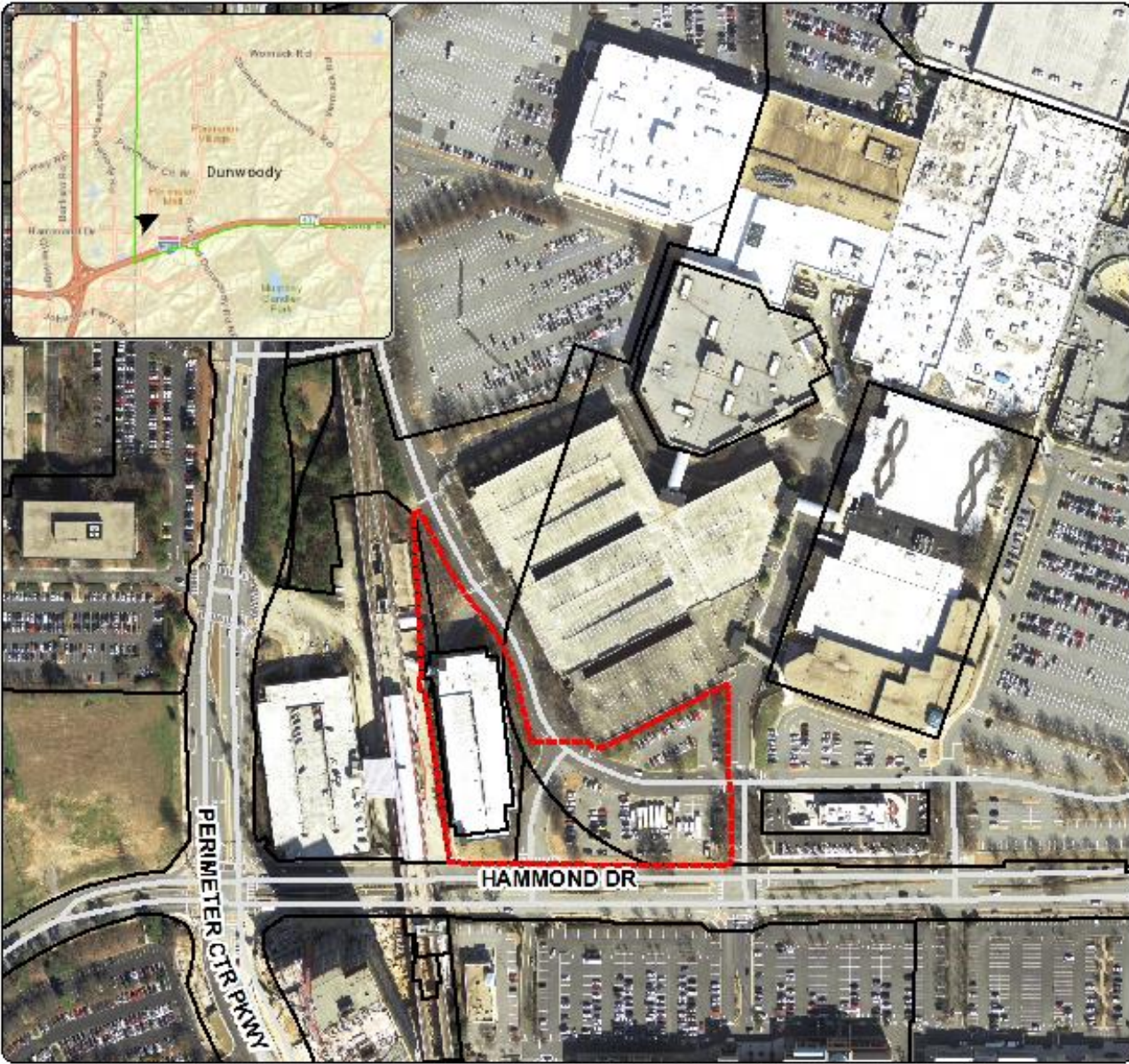
# Central Perimeter Office Building

JUNE 6, 2017









**Dunwoody**  
 Community Development

41 Perimeter Center East | Dunwoody, Georgia  
 30135-2211 | 770.445.1922  
 678.382.6820 | www.dunwoodyga.gov


**Development Tract**

SLUP 17-03  
 ZBA 17-13

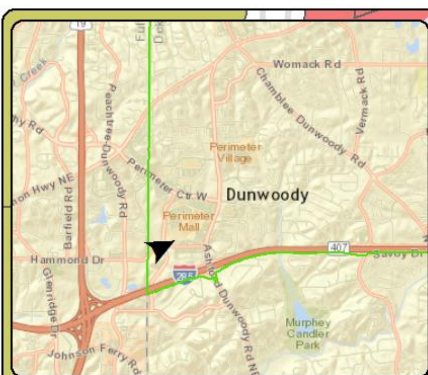
**Legend**

-  Parcel
-  Street Centerline
-  Development Tract

Scale:  
 250  
 Ft



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**Dunwoody\***  
 \*Smart people - Smart city  
 Community Development  
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 Suite 250 | 30346-1902  
 678-382-6800 ~ www.dunwoodyga.gov

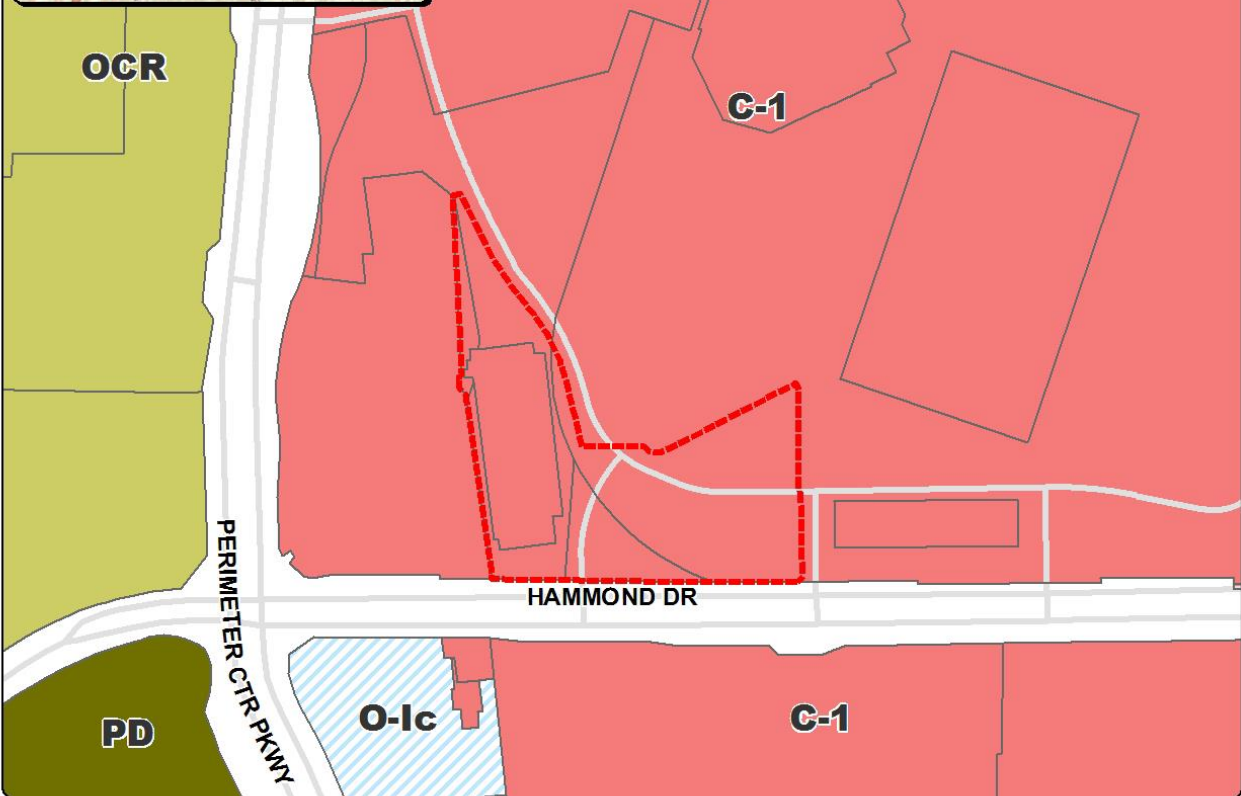
**Development Tract**  
 SLUP 17-03  
 ZBA 17-13

**Legend**

- Parcel
- Street Centerline
- Development Tract

**Zoning District**

- Local Commercial (C-1)
- Local Commercial (C-1c)
- General Commercial (C-2)
- Commercial-Residential Mixed-Use (CR-1)
- Industrial (M)
- Neighborhood Shopping (NS)
- Office-Distribution (O-D)
- Office-Institution (O-I)
- Office-Institution-Transitional (O-I-T)
- Office-Institution (O-Ic)
- Office-Commercial Residential (OCR)
- Office-Commercial Residential (OCRC)
- Planned Development (PD)
- Residential (R)



**Scale:**  
 250  
 Ft

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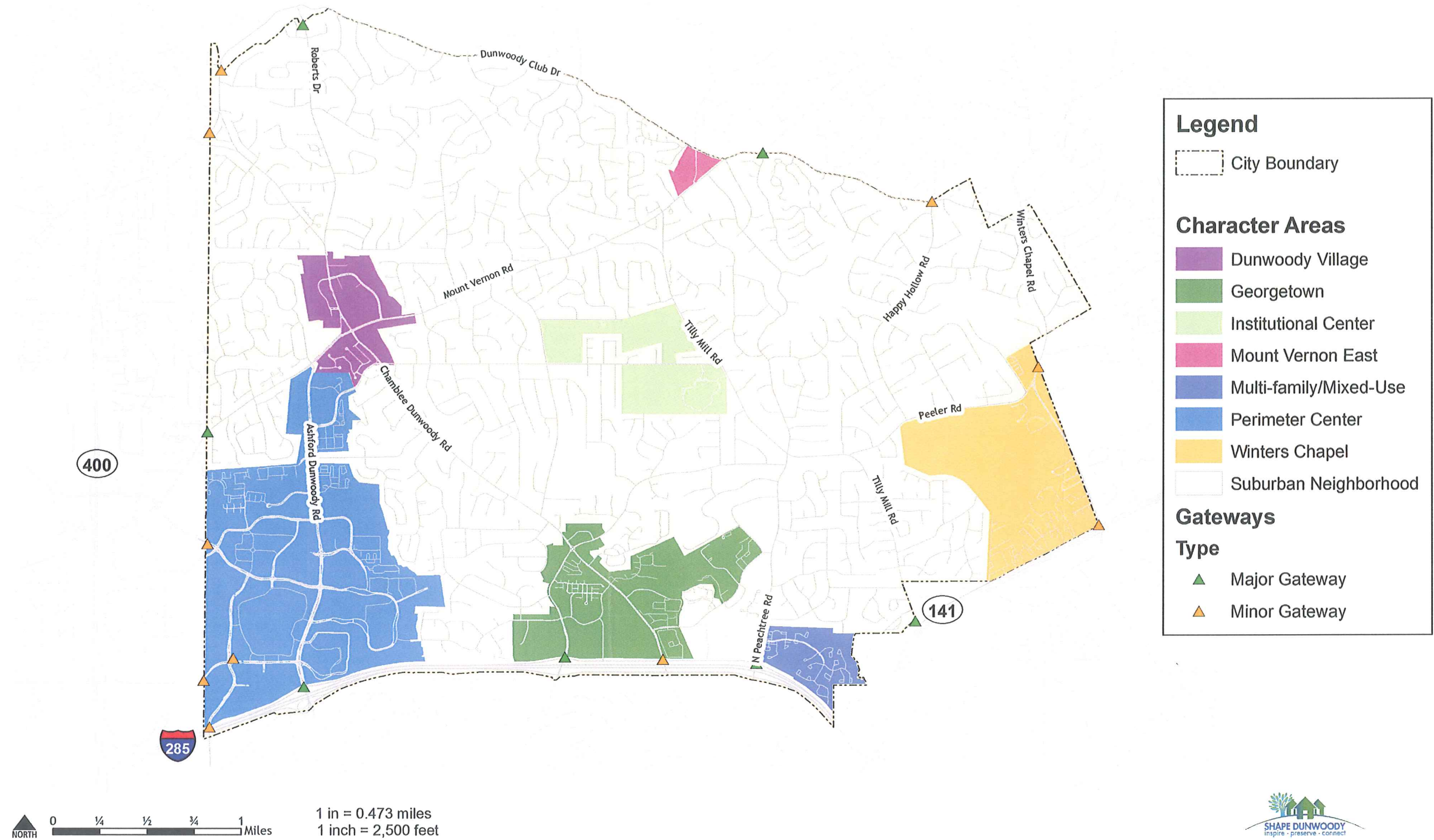


FIGURE 4: Character Areas Map



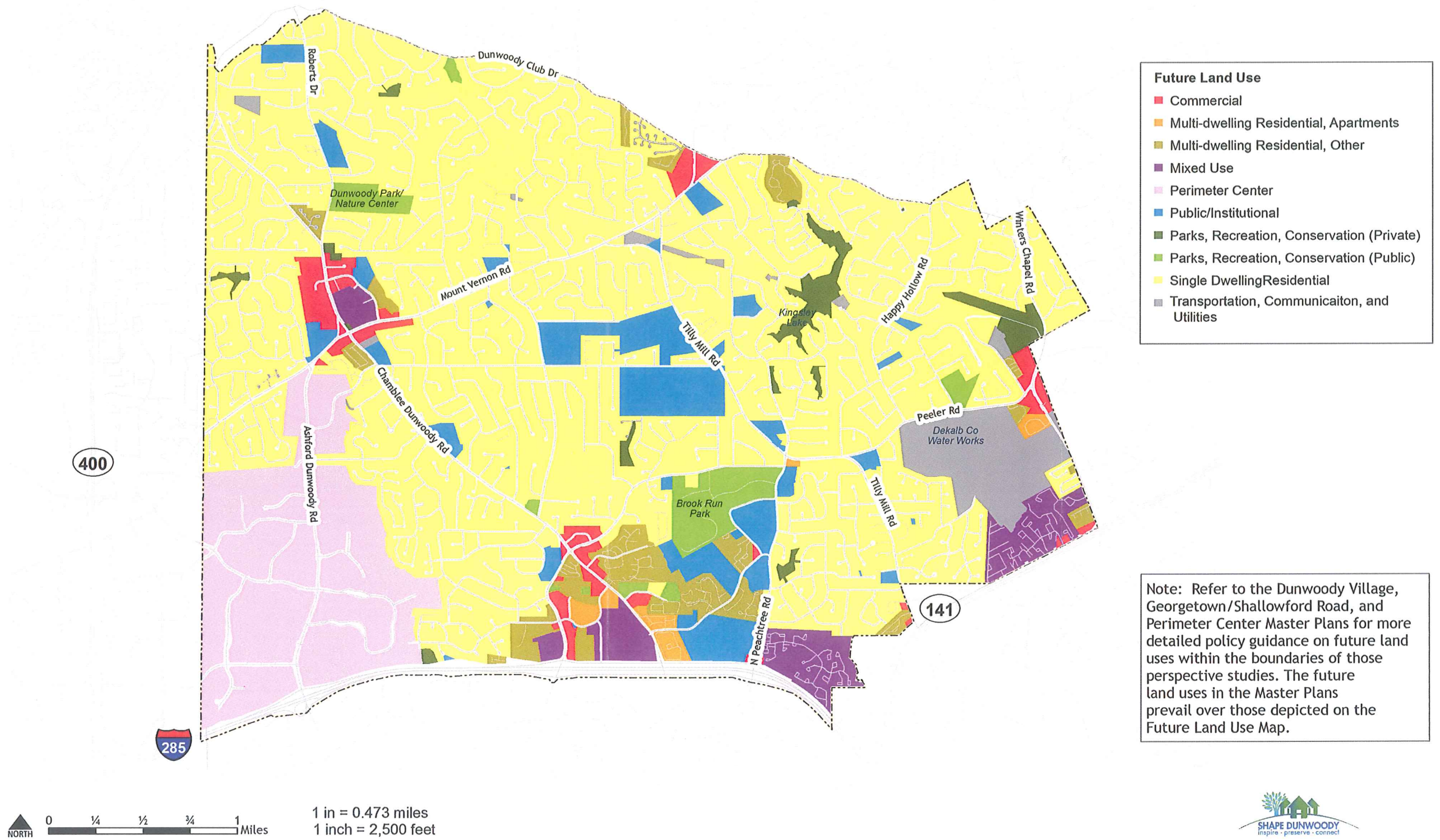


FIGURE 17: Future Land Use Map



## PERIMETER CENTER

### Vision/Intent

Perimeter Center will be a visitor friendly “livable” regional center with first-class office, retail, entertainment, hotels, and high-end restaurants in a pedestrian and bicycle-oriented environment. The area will serve as a regional example of high quality design standards. The City of Dunwoody works in partnership with the Perimeter Community Improvement Districts (PCIDs) and adjacent communities to implement and compliment the framework plan and projects identified in the Perimeter Center Livable Centers Initiative study (LCI) and its current and future updates.

In the future, the area should add public gathering space and pocket parks, venues for live music and entertainment and continue to create transportation alternatives, mitigate congestion, and reduce remaining excessive surface parking. The area creates the conditions of possible true “live-work” environment. All future development continues to emphasize high quality design standards and building materials and incorporates the current national best practices on energy efficiency, where possible.

The City of Dunwoody recognizes the value of creating mixed-use, transit-oriented development within walking distance of public transit stations. However, the City has concerns about the impact of such development on the City’s infrastructure and schools.

### Future Development

The Perimeter Center Character Area will be divided into four subareas (PC-1, PC-2, PC-3, and PC-4) which match the draft proposed overlay district outline that the City is reviewing as part of the Perimeter Center Zoning Code. This area was the subject of a previous LCI Study. The cities of Dunwoody, Sandy Springs, and Brookhaven work in partnership with the Perimeter Community Improvement Districts (PCIDs) to implement and complement the framework plan and projects identified in the Perimeter Center Livable Centers Initiative study (LCI) and its current and future updates.

*For specific recommendations on height, density and use refer to the provisions of the Perimeter Center Overlay District and Zoning, available from the Dunwoody Community Development Department.*



FIGURE 13: Perimeter Center Character Area Map

PC-1: Intended to apply to the central core area of Perimeter Center, including the area directly surrounding the Dunwoody MARTA train station. This district allows for the highest intensity of buildings, a high level of employment uses, and active ground story uses and design that support pedestrian mobility.

PC-2: Made up primarily of employment uses and limited shop front retail, residential, and services.

PC-3: A smaller scale, less intensive commercial district, permitting both shop front and office buildings.

PC-4: Made up primarily of residential uses at a scale that provides a transition between the intensity of Perimeter Center and the surrounding single-family residential neighborhoods.

### Action Items



▲ Perimeter Mall



▲ Housing in Perimeter Center

- New development will include amenities and provide public functional green space.
- New development will be mindful of school capacity issues and applicants will work with Board of Education and City for better resolution of school issues.
- Reduce surface parking and promote livable centers in the immediate areas surrounding MARTA station.
- Encourage hotel and convention development near MARTA in order to foster commerce along the mass transportation route.
- Achieve a lifelong-community for residents who can age in place with safe access to medical, recreational and other necessary services.
- Create bicycle, pedestrian and non-auto related transportation options to connect with the rest of the City of Dunwoody.
- The 2012 PCID Commuter Trail System Master Plan proposed a network of commuter trails connecting to the MARTA station.
- The 2012 PCID Perimeter Circulator Implementation report recommended circulator transit to provide first/ last mile connectivity for commuters and reduction in CID area congestion.
- The PCIDs have proposed Perimeter Park at the Dunwoody MARTA Station.
- Work with the Perimeter Transportation Management Association (TMA) to actively reduce automobile dependency and emerge as a leader in alternative transportation for the region.
- Work to strengthen Board of Education relationship for creative solutions to school capacity.
- Work with the PCIDs' boards to implement vision.
- Coordinate with the City of Sandy Springs for LCI Updates and implementation.
- Coordinate with the Atlanta Regional Commission (ARC) for implementation of future LCI study updates.
- Coordinate with MARTA regarding Bus Rapid Transit (BRT) (or other regional service) and urban design surrounding all transit stations.
- Look for ways to encourage live entertainment for the benefit of visitors and residents.

### COMMUNITY IMPROVEMENT DISTRICT (CID)

A Community Improvement District (CID) is an authorized self-taxing district dedicated to Infrastructure improvements within its boundaries. The PCIDs are governed by two boards – one each for Fulton and DeKalb. The PCIDs spent or leveraged public funds to invest \$55 million in Dunwoody alone; over \$7 million from ARC's LCI program was directed to the PCIDs. This makes it one of the most, if not the most, successful CIDs in the region. The PCIDs' mission focuses exclusively on transportation improvements:

***To work continuously to develop efficient transportation services, with an emphasis on access, mobility, diversification and modernization.***





July 19, 2017

Drew Fredrick  
**Trammell Crow Company**  
 3280 Peachtree Road  
 Suite 1400  
 Atlanta, Georgia 30305

RE: **Project Trip Generation Comparison**  
*Central Perimeter*  
 City of Dunwoody, Georgia

Dear Drew:

Kimley-Horn is pleased to provide this memorandum summarizing the trip generation for the proposed Central Perimeter mixed-use development. The anticipated trip generation for the proposed development was compared to the trip generation potential of the site per the previously studied traffic study, Nexus at Perimeter (October 2016).

### Project Site Overview

Central Perimeter is a proposed mixed-use development, approximately 4.4-acre site, located on an existing surface parking lot between Hammond Drive, Mall Loop Road, MARTA Station, and Chick-fil-A in the City of Dunwoody.

The proposed development will be served by two (2) existing full-movement driveways along Hammond Drive and multiple alternative driveways accessible through the Perimeter Mall property.

A project site aerial is shown on **Figure 1**. A project site location map is attached to this document.



**Figure 1: Project Site Aerial**

The previously-studied Nexus at Perimeter (October 2016) land uses included approximately 457,000 SF of general office, 5,000 SF of shopping center, and 8,000 SF of high-turnover (sit-down) restaurant. As currently proposed, the Central Perimeter mixed-use development will consist of 193 hotel rooms, 334,000 SF of general office, and 12,000 SF of high-turnover (sit-down) restaurant on the 4.4-acre project site. The previously-studied Nexus at Perimeter (October 2016) and currently-proposed Central Perimeter site plans for the proposed development are attached.

The purpose of this memorandum is to demonstrate that the currently proposed land use densities are projected to generate less traffic than the previously-studied land use densities.

A summary of the previously-studied densities for the Nexus at Perimeter development and the currently-proposed densities for the Central Perimeter mixed-use development are provided in **Table 1**.

<b>Table 1: Land Use and Density Comparison</b>			
<b>Land Use</b>	<b>ITE Code</b>	<b>Nexus at Perimeter</b>	<b>Central Perimeter</b>
<i>Hotel (rooms)</i>	310	N/A	193
<i>General Office (SF)</i>	710	457,000	347,440
<i>Shopping Center (SF)</i>	820	5,000	N/A
<i>High-Turnover (Sit-Down) Restaurant (SF)</i>	932	8,000	11,079



## Project Trip Generation

Trip generation potential for each scenario was evaluated using equations and rates found in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 9th Edition, 2012. Anticipated project trip volumes shown in **Table 2** for the AM and PM peak hours represent two-way volumes (entering and exiting trips combined).

<b>Table 2: Trip Generation Comparison</b>						
Land Use	ITE Code	Daily Trips			AM Peak Hour	PM Peak Hour
		Total	Enter	Exit	Total	Total
<b>Nexus at Perimeter (October 2016) – City of Dunwoody</b>						
<i>General Office (457,000 SF)</i>	710	4,166	2,083	2,083	645	590
<i>Shopping Center (5,000 SF)</i>	820	968	484	484	25	81
<i>High-Turnover (Sit-Down) Restaurant (8,000 SF)</i>	932	1,018	509	509	86	79
<i>Mixed-Use Reduction</i>		-802	-401	-401	-66	-62
<i>Alternative Mode Reduction (25%)</i>		-1,338	-669	-669	-173	-174
<b>Total</b>		<b>4,012</b>	<b>2,006</b>	<b>2,006</b>	<b>517</b>	<b>514</b>
<b>Central Perimeter (May 2017) – City of Dunwoody</b>						
<i>Hotel (193 units)</i>	310	1,354	677	677	102	116
<i>General Office (347,440 SF)</i>	710	3,384	1,692	1,692	518	468
<i>High-Turnover (Sit-Down) Restaurant (11,079 SF)</i>	932	1,410	705	705	120	109
<i>Mixed-Use Reduction</i>		-420	-210	-210	-104	-16
<i>Alternative Mode Reduction (25%)</i>		-1,432	-716	-716	-160	-170
<b>Total</b>		<b>4,296</b>	<b>2,148</b>	<b>2,148</b>	<b>476</b>	<b>507</b>
<b>Percentage Difference In Total Project Trips</b>		<b>7.1%</b>	<b>-</b>	<b>-</b>	<b>-7.9%</b>	<b>-1.4%</b>

From the trip generation comparison shown in **Table 2**, the currently-proposed land use densities (Central Perimeter) are projected to generate approximately 7.9% and 1.4% fewer vehicular trips during the AM and PM peak hours, respectively, when compared to the anticipated number of trips under previously-studied Nexus at Perimeter (October 2016) densities, as well as approximately 7.1% more daily trips. Although daily project trips are projected to increase for the currently-proposed Central

Perimeter land use densities, the peak hour project trips are anticipated to be lower. Operational improvements are based on peak hour traffic conditions, not daily. The currently-proposed Central Perimeter land use densities are projected to have less impact on the surrounding roadway network when compared to the previously-studied Nexus at Perimeter land use densities.

### Summary

In summary, the current land use densities associated with the proposed Central Perimeter mixed-use development are projected to generate less peak hour traffic and slightly more daily traffic than the previously-studied Nexus at Perimeter densities, thus, resulting in less impact on traffic in both the AM and PM peak hours.

I hope this information is helpful. Please contact me at (678) 533-3934 should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Rob Ross, P.E.  
Vice President

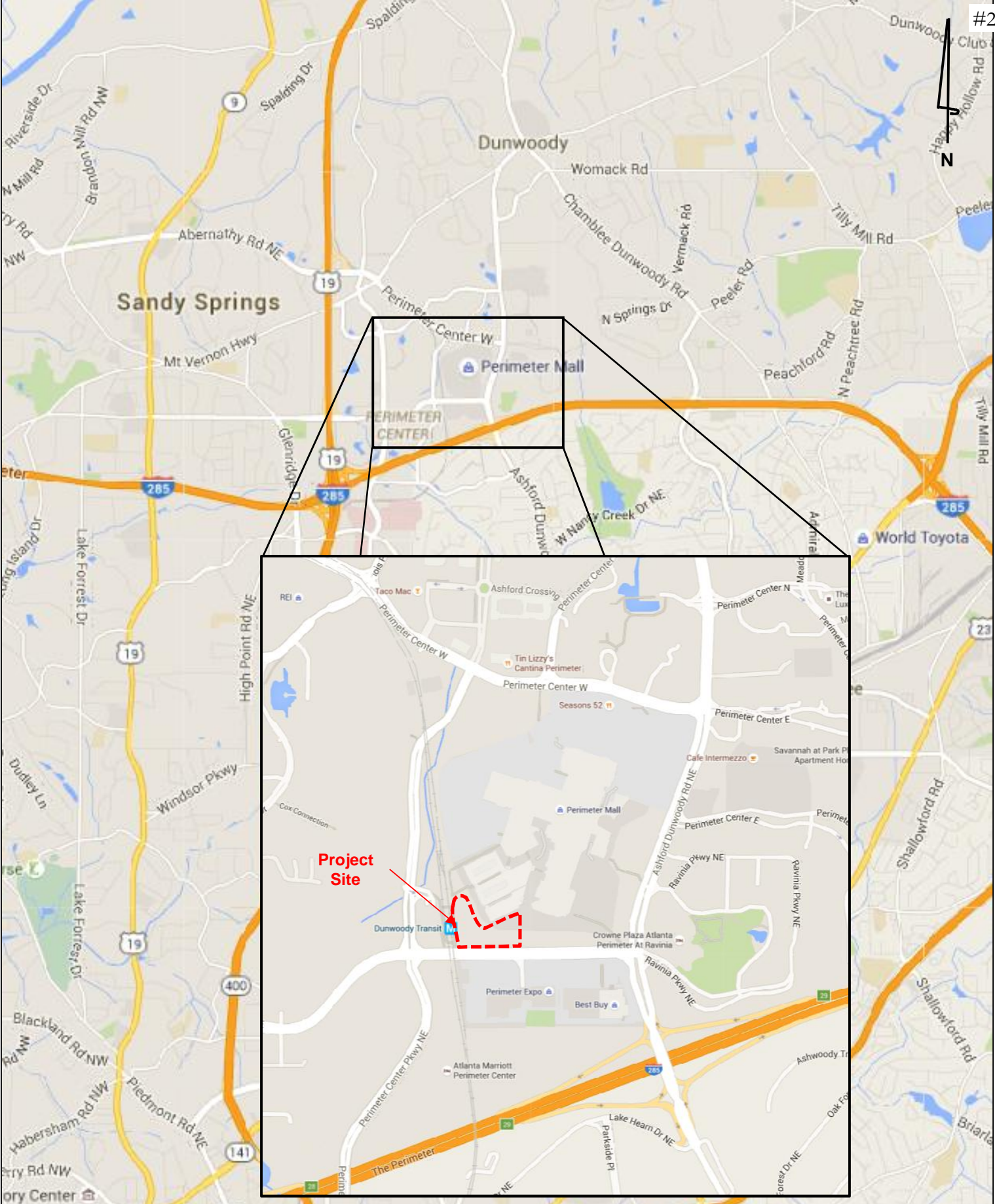


Matt Flynn, EIT  
Project Analyst

### Attachments:

- Project Site Location Map
- Trip Generation Analyses (Nexus at Perimeter TIA)
- Trip Generation Analyses (Central Perimeter)
- Previously-Studied Site Plan (Nexus at Perimeter TIA)
- Currently-Proposed Site Plan (Central Perimeter)





Trip Generation Analysis (9th Ed.) Nexus @ Perimeter City of Dunwoody, Georgia									
Land Use	Intensity	Alternate Independent Variables Available	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>									
710 General Office Building	457,000 s.f.	employees	4,166	645	568	77	590	100	490
820 Shopping Center	5,000 s.f. gross leasable area		968	25	16	9	81	39	42
932 High-Turnover (Sit-Down) Restaurant	8,000 s.f.	seats	1,018	86	47	39	79	47	32
<b>Gross Trips</b>			<b>6,152</b>	<b>756</b>	<b>631</b>	<b>125</b>	<b>750</b>	<b>186</b>	<b>564</b>
Office Trips			4,166	645	568	77	590	100	490
<i>Mixed-Use Reductions</i>			-105	-31	-15	-16	-6	-2	-4
<i>Alternative Mode Reductions</i>			-1,015	-154	-138	-15	-146	-25	-122
Adjusted Office Trips			3,046	460	415	46	438	73	364
Retail Trips			968	25	16	9	81	39	42
<i>Mixed-Use Reductions</i>			-366	-10	-6	-4	-29	-16	-13
<i>Alternative Mode Reductions</i>			-151	-4	-3	-1	-13	-6	-7
<i>Pass By Reductions (Based on ITE Rates)</i>			0	0	0	0	0	0	0
Adjusted Retail Trips			451	11	7	4	39	17	22
Restaurant Trips			1,018	86	47	39	79	47	32
<i>Mixed-Use Reductions</i>			-331	-25	-12	-13	-27	-13	-14
<i>Alternative Mode Reductions</i>			-172	-15	-9	-7	-13	-9	-5
<i>Pass By Reductions (Based on ITE Rates)</i>			0	0	0	0	0	0	0
Adjusted Restaurant Trips			515	46	26	19	39	25	13
<i>Mixed-Use Reductions - TOTAL</i>			-802	-66	-33	-33	-62	-31	-31
<i>Alternative Mode Reductions - TOTAL</i>			-1,338	-173	-150	-23	-172	-40	-134
<i>Pass-By Reductions - TOTAL</i>			0	0	0	0	0	0	0
<b>New Trips</b>			<b>4,012</b>	<b>517</b>	<b>448</b>	<b>69</b>	<b>516</b>	<b>115</b>	<b>399</b>
<b>Driveway Volumes</b>			<b>4,012</b>	<b>517</b>	<b>448</b>	<b>69</b>	<b>516</b>	<b>115</b>	<b>399</b>

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**Trip Generation Analysis (9th Ed.)  
Central Perimeter  
City of Dunwoody, GA**

Land Use	Intensity	Alternate Independent Variables Available	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>									
310 Hotel	193 rooms	occ. rooms, employees	1,354	102	60	42	116	59	57
710 General Office Building	347,440 s.f.	employees	3,384	518	456	62	468	80	388
932 High-Turnover (Sit-Down) Restaurant	11,079 s.f.	seats	1,409	120	66	54	109	65	44
<b>Gross Trips</b>			<b>6,147</b>	<b>740</b>	<b>582</b>	<b>158</b>	<b>693</b>	<b>204</b>	<b>489</b>
Residential Trips			0	0	0	0	0	0	0
<i>Mixed-Use Reductions</i>			0	0	0	0	0	0	0
<i>Alternative Mode Reductions</i>			0	0	0	0	0	0	0
Adjusted Residential Trips			0	0	0	0	0	0	0
Hotel Trips			1,354	102	60	42	116	59	57
<i>Mixed-Use Reductions</i>			-161	-20	-2	-18	-6	-3	-3
<i>Alternative Mode Reductions</i>			-298	-21	-15	-6	-28	-14	-14
Adjusted Hotel Trips			895	61	43	18	82	42	40
Office Trips			3,384	518	456	62	468	80	388
<i>Mixed-Use Reductions</i>			-69	-46	-31	-15	-2	-1	-1
<i>Alternative Mode Reductions</i>			-829	-118	-106	-12	-117	-20	-97
Adjusted Office Trips			2,486	354	319	35	349	59	290
Restaurant Trips			1,409	120	66	54	109	65	44
<i>Mixed-Use Reductions</i>			-190	-38	-19	-19	-8	-4	-4
<i>Alternative Mode Reductions</i>			-305	-21	-12	-9	-25	-15	-10
<i>Pass By Reductions (Based on ITE Rates)</i>			0	0	0	0	0	0	0
Adjusted Restaurant Trips			914	61	35	26	76	46	30
<i>Mixed-Use Reductions - TOTAL</i>			-420	-104	-52	-52	-16	-8	-8
<i>Alternative Mode Reductions - TOTAL</i>			-1,432	-160	-133	-27	-170	-49	-121
<i>Pass-By Reductions - TOTAL</i>			0	0	0	0	0	0	0
<b>New Trips</b>			<b>4,296</b>	<b>476</b>	<b>397</b>	<b>79</b>	<b>507</b>	<b>147</b>	<b>360</b>
<b>Driveway Volumes</b>			<b>4,296</b>	<b>476</b>	<b>397</b>	<b>79</b>	<b>507</b>	<b>147</b>	<b>360</b>

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July 24, 2017

Drew Fredrick  
**Trammell Crow Company**  
 3280 Peachtree Road  
 Suite 1400  
 Atlanta, Georgia 30305

**RE: Shared Parking Analysis – Memorandum**  
*Central Perimeter*  
 City of Dunwoody, Georgia

Dear Drew:

Kimley-Horn is pleased to provide this memorandum to summarize the evaluation of net parking supply that is necessary to accommodate the varied peaking of the mixed-use development's independent uses. This analysis will compare the proposed parking supply with City of Dunwoody off-street parking requirements.

The shared parking demand for the Central Perimeter was analyzed using methodologies provided by the *Institute of Transportation Engineers (ITE)* and *Urban Land Institute (ULI) Shared Parking Model*. This analysis determines parking demand for the site accounting for the ability to share parking throughout the day between multiple land uses.

### **Project Understanding and Site Overview**

Central Perimeter is a proposed mixed-use development, approximately 4.4-acre site, located on an existing surface parking lot between Hammond Drive, Mall Loop Road, the Dunwoody MARTA Station, and Chick-fil-A in the City of Dunwoody. As currently proposed, the Central Perimeter mixed-use development will consist of 193 hotel rooms, 347,440 SF of general office, and 11,079 SF of restaurant.

The City of Dunwoody requires minimum off-street parking ratios, as indicated in its municipal code (Chapter 27). The City does not specify between weekday and weekend ratios. Parking requirements for each of the land uses included in the proposed Central Perimeter are summarized in **Table 1**.

<b>Table 1 – Standard Minimum Off-Street Parking Ratios</b>			
<b>Land Use</b>	<b>Density</b>	<b>Minimum Off-Street Parking Rates</b>	<b>Dunwoody Parking Requirement</b>
Restaurant	11,079 SF	6.67 spaces per 1,000 SF	74
Hotel	193 rooms	1.25 spaces per guest room	242
Office	347,440 sq. ft	3.3 spaces per 1,000 sq. ft.	1,147
<b>Total</b>			<b>1,463</b>

## Methodology

The ULI Shared Parking Model is a tool used to determine cumulative parking demand for developments with multiple land uses. The model considers that while each land use generates demand for a certain number of parking spaces, these parking demands fluctuate by hour, day, and month. Because individual land uses may not experience peak parking demand at the same time, the model seeks to share parking between these land uses to minimize the amount of space and resources devoted to parking. Additionally, the *ULI Shared Parking Model* allows for alternative mode and non-captive ratio adjustments to be made for mixed-use developments.

For the purposes of this analysis, since parking at the proposed Central Perimeter development will operate based as a shared model, all parking demand on site is subjected to multi-modal and non-captive adjustment factors, and analyzed for accumulation trends throughout the day.

## Multi-modal Adjustment Factor

The City of Dunwoody off-street parking ratios presented in Table 1 are prescribed under the assumption that each trip is generated by a vehicle with a single driver, making one stop at one destination, and driving a personal vehicle. Due to the proposed development's proximity to the Dunwoody MARTA Station, the parking burden under these standard ratios can be reduced. Accordingly, a multi-modal adjustment factor of **20%** is applied.

## Shared Parking Reduction

In mixed-use developments, it can be assumed that some reduction in overall parking needs occurs due to patrons, as well as nearby residents and office employees, parking once and visiting multiple land uses on site. The parking demand for Central Perimeter was determined using methodology provided by the *Institute of Transportation Engineers (ITE)* and *Urban Land Institute (ULI) Shared Parking Model*. Using the methodology provided by the *ITE Trip Generation Handbook, 3<sup>rd</sup> Edition*, internal capture reduction calculations were used to determine the non-captive reduction for the uses on site. Using ULI methodology to determine peak factors for each use, adjustments are made for AM and PM peak hours of the day and the peak month of the year.

A summary of reductions to City of Dunwoody parking requirements achieved by the multi-modal adjustment factor and shared parking adjustment is summarized in **Table 2**.

Table 2 - Adjustments to Standard Parking Requirements						
Land Use	Dunwoody Parking Requirement	Multi-modal Reduction	Non-Captive Ratio	Peak Hour Adjustment	Peak Month Adjustment	Weekday Parking Demand
Restaurant	74	-14	0.69	0.65	0.95	25
Hotel	242	-48	0.81	0.6	1.0	95
Office	1,147	-229	0.91	1.0	1.0	835
<b>Total</b>						<b>955</b>





Mr. Drew Fredrick, July 24, 2017, Page 3

### Summary

In summary, standard minimum off-street parking requirements for the proposed Central Perimeter development may be reduced due to the project's proximity to the Dunwoody MARTA Station and mix of uses on site creating a shared parking opportunity. This reduction is achieved through the application of multi-modal and internal trip capture reduction factors. Total minimum parking need for the proposed development is determined to be 955 spaces.

I hope this information is helpful. Please contact me at (678) 533-3934 should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in blue ink that reads "Rob A. Ross".

Rob Ross, P.E.  
Vice President

A handwritten signature in blue ink that reads "Mallory Scates".

Mallory Scates, P.E.  
Project Engineer

Attachment:

- ULI Shared Parking Demand Summary

Table  
 Project: Central Perimeter  
 Description: Shared Parking Study

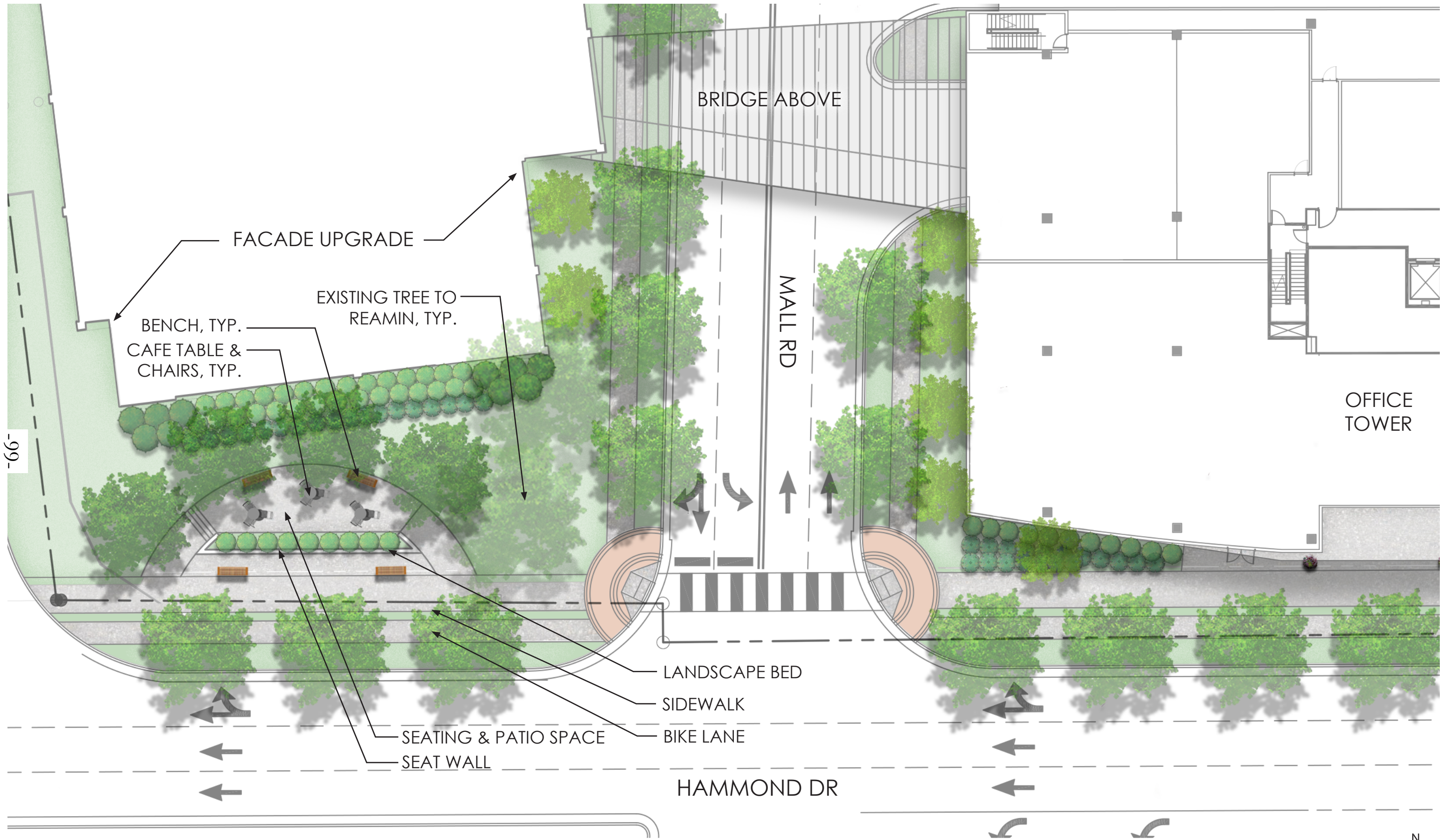
7/24/2017

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 2 PM, WEEKDAY

Land Use	Project Data Quantity Unit		Weekday					Weekend					Weekday			Weekend		
			Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
													2 PM	June		11 PM	June	
Fine/Casual Dining Restaurant Employee	11,079	sf GLA	6.67 0.00	0.80 0.80	0.69 0.69	3.68 0.00	/ksf GLA /ksf GLA	6.67 0.00	0.80 0.80	0.69 0.69	3.68 0.00	/ksf GLA /ksf GLA	0.65 0.90	0.95 1.00	25 0	0.90 0.85	0.95 1.00	47 0
Hotel-Business Employee	193	rooms	1.25 0.00	0.80 0.80	0.81 0.81	0.81 0.00	/rooms /rooms	1.25 0.00	0.80 0.80	0.81 0.81	0.81 0.00	/rooms /rooms	0.60 1.00	1.00 1.00	95 0	1.00 0.45	1.00 1.00	184 0
Office 100 to 500 ksf Employee	347,440	sf GLA	0.00 3.30	0.80 0.80	0.91 0.91	0.00 2.40	/ksf GLA /ksf GLA	0.00 0.00	0.80 0.80	0.91 0.91	0.00 0.00	/ksf GLA /ksf GLA	1.00 1.00	1.00 1.00	0 835	0.00 0.00	1.00 1.00	0 0
ULI base data have been modified from default values.												Customer	120	Customer	231			
												Employee	835	Employee	0			
												Reserved	0	Reserved	0			
												Total	955	Total	231			











Jessica L. Hill  
404-504-7754  
jhill@mmmlaw.com  
www.mmmlaw.com

September 6, 2017

**VIA EMAIL AND HAND DELIVERY**

John Olson, AICP  
City Planner, City of Dunwoody  
41 Perimeter Center East, Suite 250  
Dunwoody, GA 30346

Re: Amendment to SLUP-17-03 - 1134 Hammond Drive SLUP Application

Dear John:

To supplement the traffic memorandum included in the original application submittal, enclosed is an expanded traffic memorandum from Kimley Horn & Associates. A traffic study was performed for this property in 2016 in connection with a 20 story office building with ground floor commercial. The originally submitted traffic information for SLUP 17-03 compared the proposed development to the 20 story office and commercial building studied for the 2016 special land use permit application on the property. The 2016 traffic study determined that no transportation infrastructure improvements were necessitated by the proposed development. The purpose of the original comparison was to affirm that the development proposed in SLUP-17-03 did not necessitate any transportation infrastructure improvements. As you are aware, the Mayor and City Council approved a smaller scope development than was studied in the 2016 traffic study. The enclosed traffic report adds a comparison of both trips and levels of service for the 16 story office and commercial building approved by the Mayor and City Council in 2016. Please add this to the application materials for reference.

Very truly yours,

Jessica L. Hill

Enclosure



September 5, 2017

Drew Fredrick  
**Trammell Crow Company**  
3280 Peachtree Road  
Suite 1400  
Atlanta, Georgia 30305

**RE: *Project Comparison Memorandum***  
*Central Perimeter*  
City of Dunwoody, Georgia

Dear Drew:

Kimley-Horn is pleased to provide this memorandum summarizing the project comparison for the proposed Central Perimeter mixed-use development. The proposed development was compared to the previously studied proposed development, Nexus at Perimeter (October 2016), under two scenarios. The analysis includes anticipated trip generation and level-of-service analysis for the currently-proposed Central Perimeter and the two previously-proposed Nexus at Perimeter developments.

### **Project Site Overview**

Central Perimeter is a proposed mixed-use development, approximately 4.4-acre site, located on an existing surface parking lot between Hammond Drive, Mall Loop Road, MARTA Station, and Chick-fil-A in the City of Dunwoody.

The proposed development will be served by two (2) existing full-movement driveways along Hammond Drive and multiple alternative driveways accessible through the Perimeter Mall property. A project site aerial is shown on **Figure 1**.



**Figure 1: Project Site Aerial**



The previously-proposed Nexus at Perimeter (October 2016) land uses included approximately 457,000 SF of general office, 5,000 SF of shopping center, and 8,000 SF of high-turnover (sit-down) restaurant. These uses were approved except for general office, which was approved at a lower intensity of 347,440 SF instead of 457,000 SF. The previously-proposed and previously-approved Nexus at Perimeter scenarios were both provided for comparison. As currently proposed, the Central Perimeter mixed-use development will consist of 193 hotel rooms, 347,440 SF of general office, and 12,000 SF of high-turnover (sit-down) restaurant on the 4.4-acre project site.

A summary of the previously-studied densities for the Nexus at Perimeter development and the currently-proposed densities for the Central Perimeter mixed-use development are provided in **Table 1**.

Table 1: Land Use and Density Comparison				
Land Use	ITE Code	Scenario 1 – Nexus at Perimeter (2016)	Scenario 2 – Nexus at Perimeter (2016 Approved)	Scenario 3 – Central Perimeter (2017 Proposed)
Hotel (rooms)	310	N/A	N/A	193
General Office (SF)	710	457,000	347,440	347,440
Shopping Center (SF)	820	5,000	5,000	N/A
High-Turnover (Sit-Down) Restaurant (SF)	932	8,000	8,000	11,079

### Project Trip Generation

Trip generation potential for each scenario was evaluated using equations and rates found in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 9th Edition, 2012. Anticipated project trip volumes shown in **Table 2** for the AM and PM peak hours represent two-way volumes (entering and exiting trips combined).

Table 2: Trip Generation Comparison						
Land Use	ITE Code	Daily Trips			AM Peak Hour	PM Peak Hour
		Total	Enter	Exit	Total	Total
<b>Scenario 1 – 2016 Nexus at Perimeter (20 Story Office with Restaurant and Retail)</b>						
General Office (457,000 SF)	710	4,166	2,083	2,083	645	590
Shopping Center (5,000 SF)	820	968	484	484	25	81
High-Turnover (Sit-Down) Restaurant (8,000 SF)	932	1,018	509	509	86	79
Mixed-Use Reduction		-802	-401	-401	-66	-62
Alternative Mode Reduction (20%)		-1,070	-535	-535	-138	-137
<b>Total New Trips</b>		<b>4,280</b>	<b>2,140</b>	<b>2,140</b>	<b>552</b>	<b>551</b>
<b>Scenario 2 – 2016 Nexus at Perimeter (16 Story Office with Restaurant and Retail)</b>						
General Office (347,440 SF)	710	3,384	1,692	1,692	518	468
Shopping Center (5,000 SF)	820	968	484	484	25	81
High-Turnover (Sit-Down) Restaurant (8,000 SF)	932	1,018	509	509	86	79
Mixed-Use Reduction		-802	-401	-401	-66	-62
Alternative Mode Reduction (20%)		-914	-457	-457	-112	-112
<b>Total New Trips</b>		<b>3,654</b>	<b>1,827</b>	<b>1,827</b>	<b>451</b>	<b>454</b>
<b>Scenario 3 – 2017 Central Perimeter (16 Story Office with Restaurant and 10 Story Hotel)</b>						
Hotel (193 rooms)	310	1,354	677	677	102	116
General Office (347,440 SF)	710	3,384	1,692	1,692	518	468
High-Turnover (Sit-Down) Restaurant (11,079 SF)	932	1,408	704	704	120	109
Mixed-Use Reduction		-420	-210	-210	-104	-16
Alternative Mode Reduction (20%)		-1,146	-573	-573	-126	-135
<b>Total New Trips</b>		<b>4,580</b>	<b>2,290</b>	<b>2,290</b>	<b>510</b>	<b>542</b>
<b>Percentage Difference in Total Project Trips (2016 vs. 2017 Proposed)</b>		<b>7%</b>	<b>7%</b>	<b>7%</b>	<b>-7%</b>	<b>-2%</b>
<b>Percentage Difference in Total Project Trips (2016 Approved vs. 2017 Proposed)</b>		<b>25%</b>	<b>25%</b>	<b>25%</b>	<b>13%</b>	<b>19%</b>



From the trip generation comparison shown in **Table 2**, the currently-proposed Central Perimeter land use densities are projected to generate approximately 7% and 2% fewer vehicular trips during the AM and PM peak hours, respectively, when compared to the anticipated number of trips under previously-proposed Nexus at Perimeter (October 2016) densities. Although daily project trips are projected to increase for the currently-proposed Central Perimeter land use densities, the peak hour project trips are anticipated to be lower. Operational improvements are based on peak hour traffic conditions, not daily. For this reason, the currently-proposed Central Perimeter land use densities are projected to have less impact on the surrounding roadway network when compared to the previously-proposed Nexus at Perimeter land use densities.

In comparison to the previously-approved Nexus at Perimeter (October 2016) densities, the proposed Central Perimeter development is projected to generate approximately 13% and 19% more trips during the AM and PM peak hours, respectively.

### Level-of-Service Analysis

To understand the impact of the projected trips associated with the proposed Central Perimeter development in comparison the previously-proposed and previously-approved Nexus at Perimeter (October 2016) developments, a level-of-service analysis was performed using *Synchro Professional, Version 9.0*. Levels-of-service for unsignalized intersections, with stop control on the minor street(s) only, are reported for the side street approaches. Levels-of-service for signalized intersections and all-way stop controlled unsignalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

In addition to the Existing 2016 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2019 No-Build traffic conditions, and the Projected 2019 Build traffic conditions. The results of the LOS analysis are summarized in **Table 3**.

The following improvement per the GRTA roadway improvement condition was applied to the Projected 2019 No-Build and the Projected 2019 Build traffic conditions:

Intersection #4: Hammond Drive @ Perimeter Center Parkway

- Construct one (1) additional northbound left-turn lane, creating dual left-turn lanes, along Perimeter Center Parkway

*\* Note: Above improvement is per GRTA roadway improvement condition for State Farm Phase I.*

As shown in **Table 3**, the proposed Central Perimeter development results in approximately the same impact on the surrounding roadways as does the previously-approved Nexus at Perimeter (October 2016) development, which both result in less delay than the previously-studied Nexus at Perimeter (October 2016) development. *Synchro* reports are available upon request.



**Table 3: Level-of-Service Comparison Summary**  
*LOS (Delay in Seconds)*

Intersection	Approach	Existing 2016		Projected 2019 No-Build		Projected 2019 Build - 2017 Central Perimeter (Currently-Proposed)		Projected 2019 Build – Nexus at Perimeter (20 Story Office Previously-Proposed)		Projected 2019 Build – Nexus at Perimeter (16 Story Office – Previously-Approved)	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Hammond Dr @ Mall Dwy 1/Old Navy Dwy	Overall (Signal)	A (5.9)	B (18.6)	A (5.2)	B (18.4)	A (6.6)	C (23.7)	A (7.2)	C (26.7)	A (6.7)	C (24.4)
2. Hammond Dr @ Mall Dwy 2/Old Navy Dwy West	EB Left	A (10.0)	A (9.2)	B (10.6)	A (9.4)	B (11.6)	B (10.2)	B (11.9)	B (10.4)	B (11.7)	B (10.3)
	WB Left	A (0.0)	A (10.0)	A (0.0)	B (11.1)	A (0.0)	B (11.3)	A (0.0)	B (11.3)	A (0.0)	B (11.3)
	NB	B (11.8)	F (69.4)	B (14.2)	F (153.0)	C (19.3)	F (415.3)	C (21.1)	F (484.5)	C (19.9)	F (426.7)
	SB	C (16.1)	C (21.3)	C (19.0)	D (27.1)	D (27.6)	F (61.0)	D (29.4)	F (71.5)	D (27.9)	F (62.4)
3. Mall Dwy 2 @ Mall Loop Rd	EB	A (9.4)	B (10.1)	A (9.5)	B (10.1)	n/a	n/a	n/a	n/a	n/a	n/a
	WB	A (9.8)	B (12.7)	A (9.8)	B (12.9)	A (9.2)	D (33.9)	A (9.3)	E (44.3)	A (9.2)	D (34.3)
	NB	A (5.1)	A (7.3)	A (7.3)	A (7.3)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SB	n/a	n/a	n/a	n/a	A (6.7)	A (6.2)	A (6.8)	A (6.2)	A (6.7)	A (6.2)
4. Hammond Dr @ Perimeter Center Pkwy	Overall (Signal)	D (39.6)	D (41.3)	D (52.2)	D (43.7)	D (49.3)	D (46.5)	D (52.2)	D (47.4)	D (52.2)	D (46.7)
5. Perimeter Center Pkwy @ Perimeter Center West	Overall (Signal)	B (18.5)	D (37.2)	C (28.3)	D (45.6)	C (30.6)	D (46.7)	D (31.0)	D (47.2)	C (30.7)	D (46.7)
6. Ashford Dunwoody Rd @ Perimeter Center West	Overall (Signal)	E (69.6)	E (61.3)	E (74.4)	D (53.1)	E (75.0)	D (53.3)	E (75.2)	D (53.3)	E (75.1)	D (53.3)
7. Ashford Dunwoody Rd @ Hammond Dr	Overall (Signal)	C (28.6)	D (46.3)	C (30.4)	E (64.1)	C (31.0)	E (79.7)	C (31.1)	F (83.8)	C (31.0)	E (80.5)
8. Ashford Dunwoody Rd @ I-285 WB Ramps	Overall (Signal)	C (24.5)	D (52.0)	D (39.2)	E (61.4)	D (48.4)	E (64.3)	D (51.0)	E (64.6)	D (49.4)	E (64.3)
9. Ashford Dunwoody Rd @ I-285 EB Ramps	Overall (Signal)	B (18.7)	B (18.6)	B (18.7)	B (19.0)	B (19.0)	B (19.1)	B (19.1)	B (19.1)	B (19.0)	B (19.1)





## Summary

In summary, the current land use densities associated with the proposed Central Perimeter mixed-use development are projected to generate slightly more AM and PM peak hour and daily traffic than the previously-approved Nexus at Perimeter densities, however, the resulting impact on traffic in both the AM and PM peak hours is marginal and does not require any improvements to be made on the adjacent roadways.

I hope this information is helpful. Please contact me at (678) 533-3934 should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in black ink that reads "Mallory Scates".

Mallory Scates, P.E.  
Project Engineer

A handwritten signature in blue ink that reads "Rob A. Ross".

Rob Ross, P.E.  
Vice President

## Attachments:

- Trip Generation Analyses (Nexus at Perimeter – 2 scenarios)
- Trip Generation Analyses (Central Perimeter)

Trip Generation Analysis (9th Ed.) Nexus @ Perimeter City of Dunwoody, Georgia									
Land Use	Intensity	Alternate Independent Variables Available	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>									
710 General Office Building	457,000 s.f.	employees	4,166	645	568	77	590	100	490
820 Shopping Center	5,000 s.f. gross leasable area		968	25	16	9	81	39	42
932 High-Turnover (Sit-Down) Restaurant	8,000 s.f.	seats	1,018	86	47	39	79	47	32
<b>Gross Trips</b>			<b>6,152</b>	<b>756</b>	<b>631</b>	<b>125</b>	<b>750</b>	<b>186</b>	<b>564</b>
Office Trips			4,166	645	568	77	590	100	490
Mixed-Use Reductions			-105	-31	-15	-16	-6	-2	-4
Alternative Mode Reductions			-812	-123	-111	-12	-117	-20	-97
Adjusted Office Trips			3,249	491	442	49	467	78	389
Retail Trips			968	25	16	9	81	39	42
Mixed-Use Reductions			-366	-10	-6	-4	-29	-16	-13
Alternative Mode Reductions			-120	-3	-2	-1	-10	-5	-6
Pass By Reductions (Based on ITE Rates)			0	0	0	0	0	0	0
Adjusted Retail Trips			482	12	8	4	42	18	23
Restaurant Trips			1,018	86	47	39	79	47	32
Mixed-Use Reductions			-331	-25	-12	-13	-27	-13	-14
Alternative Mode Reductions			-137	-12	-7	-5	-10	-7	-4
Pass By Reductions (Based on ITE Rates)			0	0	0	0	0	0	0
Adjusted Restaurant Trips			550	49	28	21	42	27	14
Mixed-Use Reductions - TOTAL			-802	-66	-33	-33	-62	-31	-31
Alternative Mode Reductions - TOTAL			-1,069	-138	-120	-18	-137	-32	-107
Pass-By Reductions - TOTAL			0	0	0	0	0	0	0
<b>New Trips</b>			<b>4,281</b>	<b>552</b>	<b>478</b>	<b>74</b>	<b>551</b>	<b>123</b>	<b>426</b>
<b>Driveway Volumes</b>			<b>4,281</b>	<b>552</b>	<b>478</b>	<b>74</b>	<b>551</b>	<b>123</b>	<b>426</b>

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**Trip Generation Analysis (9th Ed.)  
Nexus @ Perimeter  
City of Dunwoody, Georgia**

Land Use	Intensity	Alternate Independent Variables Available	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>									
710 General Office Building	347,440 s.f.	employees	3,383	518	456	62	468	80	388
820 Shopping Center	5,000 s.f. gross leasable area		968	25	16	9	81	39	42
932 High-Turnover (Sit-Down) Restaurant	8,000 s.f.	seats	1,018	86	47	39	79	47	32
<b>Gross Trips</b>			<b>5,369</b>	<b>629</b>	<b>519</b>	<b>110</b>	<b>628</b>	<b>166</b>	<b>462</b>
Office Trips			3,383	518	456	62	468	80	388
<i>Mixed-Use Reductions</i>			-105	-31	-15	-16	-6	-2	-4
<i>Alternative Mode Reductions</i>			-656	-97	-88	-9	-92	-16	-77
Adjusted Office Trips			2,622	390	353	37	370	62	307
Retail Trips			968	25	16	9	81	39	42
<i>Mixed-Use Reductions</i>			-366	-10	-6	-4	-29	-16	-13
<i>Alternative Mode Reductions</i>			-120	-3	-2	-1	-10	-5	-6
<i>Pass By Reductions (Based on ITE Rates)</i>			0	0	0	0	0	0	0
Adjusted Retail Trips			482	12	8	4	42	18	23
Restaurant Trips			1,018	86	47	39	79	47	32
<i>Mixed-Use Reductions</i>			-331	-25	-12	-13	-27	-13	-14
<i>Alternative Mode Reductions</i>			-137	-12	-7	-5	-10	-7	-4
<i>Pass By Reductions (Based on ITE Rates)</i>			0	0	0	0	0	0	0
Adjusted Restaurant Trips			550	49	28	21	42	27	14
<i>Mixed-Use Reductions - TOTAL</i>			-802	-66	-33	-33	-62	-31	-31
<i>Alternative Mode Reductions - TOTAL</i>			-913	-112	-97	-15	-112	-28	-87
<i>Pass-By Reductions - TOTAL</i>			0	0	0	0	0	0	0
<b>New Trips</b>			<b>3,654</b>	<b>451</b>	<b>389</b>	<b>62</b>	<b>454</b>	<b>107</b>	<b>344</b>
<b>Driveway Volumes</b>			<b>3,654</b>	<b>451</b>	<b>389</b>	<b>62</b>	<b>454</b>	<b>107</b>	<b>344</b>

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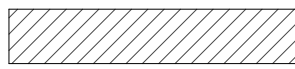



Trip Generation Analysis (9th Ed.) Central Perimeter City of Dunwoody, Georgia									
Land Use	Intensity	Alternate Independent Variables Available	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>									
310 Hotel	193 rooms	occ. rooms, employees	1,354	102	60	42	116	59	57
710 General Office Building	347,440 s.f.	employees	3,383	518	456	62	468	80	388
932 High-Turnover (Sit-Down) Restaurant	11,079 s.f.	seats	1,409	120	66	54	109	65	44
<b>Gross Trips</b>			<b>6,146</b>	<b>740</b>	<b>582</b>	<b>158</b>	<b>693</b>	<b>204</b>	<b>489</b>
Hotel Trips			1,354	102	60	42	116	59	57
<i>Mixed-Use Reductions</i>			-161	-20	-2	-18	-6	-3	-3
<i>Alternative Mode Reductions</i>			-239	-16	-12	-5	-22	-11	-11
Adjusted Hotel Trips			954	66	46	19	88	45	43
Office Trips			3,383	518	456	62	468	80	388
<i>Mixed-Use Reductions</i>			-69	-46	-31	-15	-2	-1	-1
<i>Alternative Mode Reductions</i>			-663	-94	-85	-9	-93	-16	-77
Adjusted Office Trips			2,651	378	340	38	373	63	310
Restaurant Trips			1,409	120	66	54	109	65	44
<i>Mixed-Use Reductions</i>			-190	-38	-19	-19	-8	-4	-4
<i>Alternative Mode Reductions</i>			-244	-16	-9	-7	-20	-12	-8
<i>Pass By Reductions (Based on ITE Rates)</i>			0	0	0	0	0	0	0
Adjusted Restaurant Trips			975	66	38	28	81	49	32
<i>Mixed-Use Reductions - TOTAL</i>			-420	-104	-52	-52	-16	-8	-8
<i>Alternative Mode Reductions - TOTAL</i>			-1,146	-126	-106	-21	-135	-39	-96
<i>Pass-By Reductions - TOTAL</i>			0	0	0	0	0	0	0
<b>New Trips</b>			<b>4,580</b>	<b>510</b>	<b>424</b>	<b>85</b>	<b>542</b>	<b>157</b>	<b>385</b>
<b>Driveway Volumes</b>			<b>4,580</b>	<b>510</b>	<b>424</b>	<b>85</b>	<b>542</b>	<b>157</b>	<b>385</b>

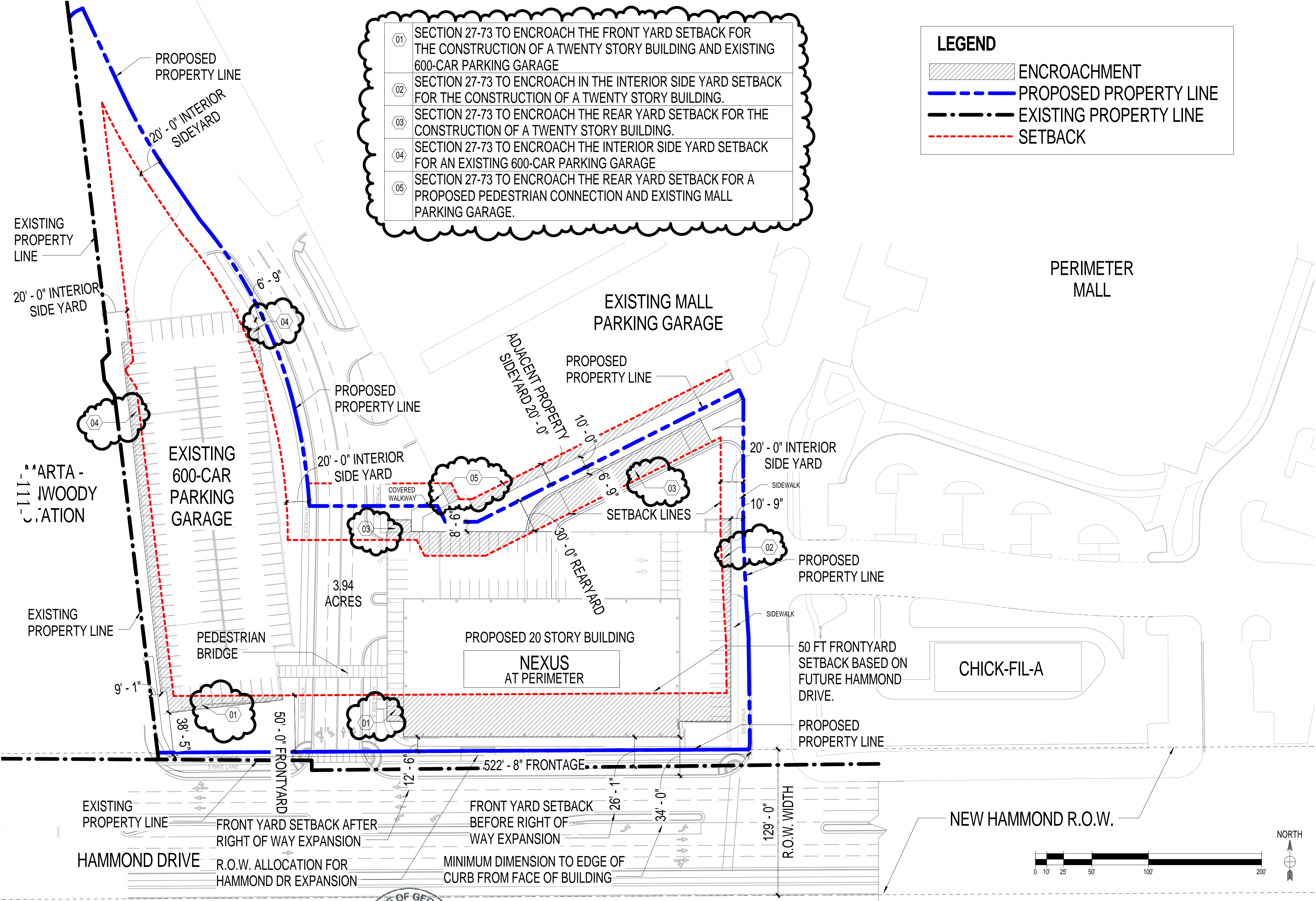
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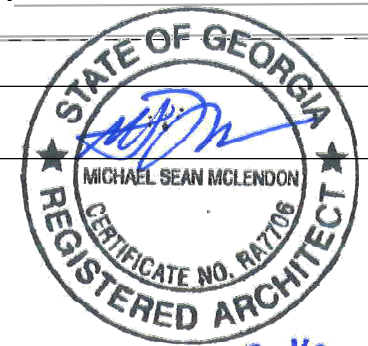
- 01 SECTION 27-73 TO ENCROACH THE FRONT YARD SETBACK FOR THE CONSTRUCTION OF A TWENTY STORY BUILDING AND EXISTING 600-CAR PARKING GARAGE
- 02 SECTION 27-73 TO ENCROACH IN THE INTERIOR SIDE YARD SETBACK FOR THE CONSTRUCTION OF A TWENTY STORY BUILDING.
- 03 SECTION 27-73 TO ENCROACH THE REAR YARD SETBACK FOR THE CONSTRUCTION OF A TWENTY STORY BUILDING.
- 04 SECTION 27-73 TO ENCROACH THE INTERIOR SIDE YARD SETBACK FOR AN EXISTING 600-CAR PARKING GARAGE
- 05 SECTION 27-73 TO ENCROACH THE REAR YARD SETBACK FOR A PROPOSED PEDESTRIAN CONNECTION AND EXISTING MALL PARKING GARAGE.

**LEGEND**

-  ENCROACHMENT
-  PROPOSED PROPERTY LINE
-  EXISTING PROPERTY LINE
-  SETBACK



PROJECT # 20150155 | 7/20/2016 3:02:01 PM



SITE VARIANCE DIAGRAM  
NEXUS AT PERIMETER CENTER  
DUNWOODY, GA

© 2015 COOPER CARRY, Inc., 191 Peachtree Street NE, Suite 2400, Atlanta, Georgia 30303 Tel. 404-237-2000 Fax 404-237-0276

CITY OF DUNWOODY MUNICIPAL CODE  
ZONING DISTRICT: C-1 LOCAL COMMERCIAL

SITE DATA:		REQUIRED	PROVIDED	VARIANCE REQUESTED
L1	SITE AREA	20,000 SF	178,161 SF	NO
L1	SITE AREA AFTER RIGHT OF WAY EXPANSION	20,000 SF	171,435 SF (3.94 ACRES)	NO
L2	MINIMUM LOT FRONTAGE	100'-0"	522'-8"	NO
S1	FRONT YARD SETBACK BEFORE R.O.W. EXPANSION	50'-0"	26'-1"	YES
S2	INTERIOR SIDE YARD SETBACK	20'-0"	10'-9"	YES
S3	REAR YARD SETBACK	30'-0"	6'-9"	YES
S1	FRONT YARD SETBACK AFTER R.O.W. EXPANSION	50'-0"	12'-6"	YES
C	MAXIMUM LOT COVERAGE	80% MAX	72.44%	NO
	MAXIMUM LOT COVERAGE AFTER R.O.W. EXPANSION	80% MAX	71.71%	NO
	MAX BUILDING HEIGHT (STORIES / FT.)	3 / 35'-0"	20 / 300'-0"	YES
	MAX BUILDING FLOOR AREA	NA	469,637 SF	NO

BUILDING DATA:	
OFFICE AREA GROSS LESS RETAIL AND RESTAURANT AREAS	456,840-SF
RETAIL AREA	4,797-SF
RESTAURANT AREA	8,000-SF
BUILDING HEIGHT (PROPOSED)	300'-0"   VARIANCE REQUEST: 305'-0"
NUMBER OF STORIES	20 TOTAL (15 OFFICE) (5 PARKING) (1 LOBBY LEVEL SHARED OFFICE AND PARKING)

PARKING CALCULATIONS:				RATIO	REQUIRED PARKING CURRENT ORDINANCE
OFFICE AREA	456,840	GSF	3.3/1000		1,507 SPACES
RETAIL AREA	4,797	GSF	4.0/1000		20 SPACES
RESTAURANT AREA	8,000	GSF	6.67/1000		54 SPACES
TOTAL BUILDING AREA	469,637	GSF	SUBTOTAL		1,581 SPACES
LESS 25% REDUCTION FOR MARTA PROXIMITY					(376) SPACES
TOTAL REQUIRED PARKING (ZONING)					1,131 SPACES
PARKING (NEW GARAGE UNDER OFFICE BLDG)					767 SPACES
PARKING (EXISTING GARAGE)					600 SPACES
SUBTOTAL					1367 SPACES
LESS MALL SURFACE SPACES RELOCATING TO EXISTING GARAGE					(140) SPACES
TOTAL SPACES PROVIDED					1227 SPACES

LOT COVERAGE:	
BEFORE RIGHT OF WAY EXPANSION SECTION:	
TOTAL SITE AREA	178,161-SF
NEXUS BUILDING FOOTPRINT	55,026-SF
PARKING DECK FOOTPRINT (EXISTING)	40,283-SF
DRIVES / SIDEWALKS / BIKE LANES	33,746-SF
TOTAL IMPERVIOUS AREA	129,055-SF
TOTAL OPEN AREA	49,106-SF
PERCENTAGE IMPERVIOUS AREA	72.44%
FUTURE RIGHT OF WAY EXPANSION SECTION:	
REDUCED SITE AREA AFTER RIGHT OF WAY EXPANSION	171,435-SF
NEXUS BUILDING FOOTPRINT	55,026-SF
PARKING DECK FOOTPRINT (EXISTING)	40,283-SF
DRIVES / SIDEWALKS / BIKE LANES	27,628-SF
TOTAL IMPERVIOUS AREA	122,937-SF
TOTAL OPEN AREA	48,498-SF
PERCENTAGE IMPERVIOUS AREA AFTER R.O.W EXPANSION	71.71%

-112-

