

MEMORANDUM

To: City Council

From: John Olson, AICP

Date: December 9, 2019

Subject: MA 19-02: Laurel David, attorney for the owner, on behalf of JSJ Perimeter, LLC, owner of 84, 130, and 140 Perimeter Center East, seeks a major modification to conditions of zoning. The tax parcel number 18-347-01-013, 021, and 028.



BACKGROUND

The subject site consists of three lots of record, owned in common totaling 2.86 acres. The property consists of a corner lot (84 Perimeter Center East), which fronts the east side of Ashford-Dunwoody Road and south side of Perimeter Center East, and two vacant wooded lots (140 and 130 Perimeter Center East) to the east, both fronting Perimeter Center East.

The site currently contains a vacant one-story building, formerly occupied as a bank. The site is zoned C-1 conditional and is found within the Perimeter Center Overlay.

In 2008, the properties were rezoned from O-I to C-1 (Z-08-14825) to allow for the development of a hotel, a 7,050 square foot full service restaurant, a 5,369 square foot meeting space, and a 70,000 square foot fitness club. Around the same time, the site also received a special land use permit to increase the height of the hotel from 2 to 12-stories (SLUP-08-14791). It is important to note that in 2007 several variances were approved to allow for zero front, side and rear setbacks and an increase in maximum lot coverage from 80 to 86%. Considering the variance and SLUP approvals are perpetually tied to the site, the applicant has incorporated the approvals into the updated development plan.

SITE PLAN ANALYSIS

The applicant is seeking to amend the conditioned site plan from case Z-08-14825 to allow 40,000 square feet of retail, restaurant, and commercial uses and a 160 room, 11-story hotel. The commercial component of the development includes two buildings: a retail, restaurant and commercial building up to approximately 12,000 square feet fronting Ashford Dunwoody Road; and a 2-story, retail, restaurant and commercial building fronting Perimeter Center East up to approximately 30,000 square feet. Review of the site plan indicates that the hotel will be located along the back of the site, fronting Perimeter Center East. All of the parking, which includes a 4-level, 368 space parking deck, and 14-space surface parking lot are found within the interior of the site, behind the commercial buildings and hotel. Access into the development is proposed via a full access intersection located behind the hotel at Perimeter Center East. Additionally, there is a right-in and right-out driveway found between the hotel and 2-story retail/restaurant/commercial building, along Perimeter Center East. The hotel entrance and drop off area fronts the east side of the driveway entrance, immediately near the access/exit point on to Perimeter Center East. The submitted site plan indicates that the site's storm water detention facility is proposed underground below the surface parking lot.

The submitted tree removal plan indicates that all of the sites 235 trees, which include approximately 75% pines, will be removed. As well, review of the plan indicates that 10 specimen trees will be removed. To satisfy the tree density requirements, several deciduous canopy trees of a minimum 4-inch caliper and understory canopy trees will be planted throughout the site. As well, the owner will be required to pay a sum into the tree bank for the replacement density balance of trees removed, as determined by the tree ordinance and City Arborist.

In regards to streetscapes, the Ashford Dunwoody Road frontage incorporates an 8-foot street buffer, 8-foot sidewalk, and 16-feet of extra sidewalk or patio dining; and at Perimeter Center East, the frontage incorporates a 6-foot street buffer, 6-foot sidewalk, and 7 to 10-foot of extra sidewalk, landscape buffer or potentially patio seating which terminates at the proposed hotel. In an effort to activate the streetscapes, all building are designed in proximity to their adjoining street frontages. The submitted building elevations indicate that the prominent building materials proposed include masonry tile, glass, stucco, and wood veneer.

It shall be noted that the 2007 setback variances align with the intended PC districts by moving the buildings closer to the street. However, review of the site plan indicates the development will have a lot coverage of 83.7%. The submitted open space calculations shown

in Exhibit C indicate that the remainder of the site will consist of 16.3% green space and 9.7% hardscape.

SURROUNDING LAND ANALYSIS

The land uses around the site consists of a service station to the north, an apartment building to the east, and a bank and office complex to the south. Retail and restaurant uses, including the Perimeter Center Shopping Mall, are found west of the site, across Ashford Dunwoody Road.

Direction	Zoning	Future Land Use	Current Land Use
N	C-1 & OCR	Perimeter Center	Commercial-Service Station
S	O-I	Perimeter Center	Office-Chase Bank, Ravinia Office Complex
E	O-I	Perimeter Center	Apartment Complex
W	C-1	Perimeter Center	Retail/Restaurants-Perimeter Mall

REVIEW AND APPROVAL CRITERIA

As previously noted, the applicant requests approval of a Major Modification to the original conditions approved in cases Z-0814825 to allow for a hotel and retail, restaurant, and commercial uses. Chapter 27, Section 27-359 identifies criteria for evaluating applications for major zoning amendments. No application for an amendment shall be granted by the City Council unless satisfactory provisions and arrangements have been made concerning each of the following factors, all of which are applicable to each application:

- Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan;

The future land use map identified in the "2015-2035 Comprehensive Plan" (Plan) identifies the future land use of subject property as a Perimeter Center ("PC") District. According to the Plan, the PC districts are intended to be developed into livable centers that are to include a mix of housing, first-class office, and retail in an environment that includes pedestrian and bicycle-oriented amenities. However, the applicant intends to maintain the area as a Commercial ("C-1") district, and has requested amendments to conditions of the original 2008 site plan to allow 40,000 square feet of retail, restaurant, and commercial uses and a 160 room, 11-story hotel. As zoned, a C-1 district is not consistent with the future land use plan, which calls for PC-1, PC-2, PC-3 and PC-4 zoning districts (see "FIGURE 16: Future Land Uses Table"). More specifically, according to the PC districts regulating map found in Section 27-104-1, the subject site is best suited for a PC-2 District, which is intended to be made up of

"employment uses, residential buildings, and limited shop front retail, and services."

Still, from a development standpoint, the project maintains consistency with the intended PC land uses identified in the Comprehensive Plan in that it incorporates restaurants, retail, and a hotel within walking distance of nearby office and residential uses. Secondly, the development is in keeping with the Perimeter LCI goals and intended PC districts as it places the buildings close to the sidewalk to create a pedestrian friendly streetscapes. Equally as important, the project is consistent with the Perimeter Center Overlay in that it creates new pedestrian amenities along two street frontages, and develops a new street and pedestrian path that provides potential for future connectivity between Perimeter Center East and Ravinia Parkway, which provides support for approval.

2. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties;
In light of the mix of retail, restaurant, and hotel uses nearby, and the fact that the site is in the vicinity of other similarly zoned commercial areas, the proposed use appears to be suitable for the site.
3. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;
While the property has economic use as zoned, it remains limited in flexibility, as it must be developed in accordance with a 2008 approved site plan that contains a 12-story hotel, 7,050 square foot restaurant, and 70,000 square foot fitness center. Over the last 11-years, this plan has not come to fruition due to limitations of the approved site plan and market conditions. Allowing changes to conditions would give the property broader economic use that provides more flexibility that meets today's market conditions.
4. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;
The rezoning proposal aligns with the mix of office, retail and restaurant uses in the area. The zoning proposal is not expected to adversely affect the existing use or usability of adjacent or nearby property.
5. Whether there are other existing or changing conditions affecting the use and development of the property that provide supporting grounds for either approval or disapproval of the zoning proposal;
The Perimeter Center Overlay and PC districts were adopted in 2016. Emphasizing mixed-use development and high urban design standards, these requirements have begun to reshape the land use and urban design patterns within the Perimeter area. While the site is not planned to be rezoned for a PC district, the project would appear to align with the vision of a PC-2 zoned site, as the development will be mixed-use, the proposed buildings will be built adjacent to the sidewalk, and frontages will contain active streetscapes. Moreover, the project aligns with the goals of the Perimeter Center Overlay as it improves modes of travel and transportation connectivity, specifically through

the development of new wider sidewalks, and construction of a new street connection, which provides support for approval.

6. Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources;
The zoning proposal will not affect historic buildings, sites, districts or archaeological facilities.
7. Whether the zoning proposal will result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.
The addition of 40,000 square feet of retail, restaurant, and commercial uses and a 160 room, 11-story hotel will result in additional traffic to the area. To help mitigate the traffic impacts of the area, the developer has agreed to build a new road connection from Perimeter Center East to Ravinia Parkway and remove a curb cut on Ashford Dunwoody Road to improve traffic safety. However, completion of this road connection remains contingent on the approval of the owner of the Ravinia Office complex, which is located immediately south of the site. According to the traffic study the development is projected to impact the southbound left-turn lane queue length; therefore, the traffic study recommends lengthening the southbound left-turn lane storage by 60 feet. As previously noted, this project does not include a residential component, so it will not have any impact on area schools.

SUMMARY OF OCTOBER 15, 2019 PLANNING COMMISSION

Planning Commission held a public hearing regarding the case on October 15, 2019 and no one from the public spoke in opposition of the development. Following discussions, Commissioner Anders motioned to approve the case incorporating staff conditions with the following additional recommendations:

1. A crosswalk and pedestrian refuge shall be provided across Perimeter Center East on the northeastern corner of the property pursuant to approval of the Public Works Director;
2. The hotel shall not exceed 12 stories in height;
3. Credit unions and savings and loan uses shall be permitted on the second story of the retail building only. Traditional banks and drive thrus shall be prohibited; and
4. Design of the parking deck that abuts residential uses shall be approved by the Community Development Director.

STAFF RECOMMENDATION

Based on the written findings above, staff recommends the request to modify conditions be **approved** subject to the following exhibit and conditions:

EXHIBIT A: Site plans, completed by Phillips Architecture, dated October 24, 2019 and October 28, 2019.

EXHIBIT B: Streetscaping Sections, completed by Phillips Architecture, dated October 25, 2019.

EXHIBIT C: Open Space Diagram, completed by Phillips Architecture, dated October 30, 2019.

1. The owner shall develop the site in general conformity with "Exhibit A" with minor changes



Community Development

4800 Ashford Dunwoody Road
Dunwoody, GA 30346
Phone: (678) 382-6800
dunwoodyga.gov

- allowed as defined by Section 27-337(b) or necessary changes to meet conditions of zoning or land development requirements made necessary by actual field conditions at the time of development;
2. The owner shall construct the streetscaping in general conformity with "Exhibit B". Any minor variations to the streetscapes made necessary by actual field conditions at the time of development shall be subject to approval by the Public Works Director and Community Development Director;
 3. Major façade materials shall include natural brick, natural stone and natural wood, hard coat stucco and glass, natural brick veneer or stone veneer materials and other high quality materials approved by the Community Development Director during the permit review process;
 4. Stamped brick and cultured stone, manufactured stone, synthetic EIFS, or other imitation materials shall be prohibited;
 5. The development shall include a minimum of 25% open space that is made up of no more than 40% hardscape. Such open space areas shall include greenspace, landscaped areas, including perimeter greenspace and hardscape outdoor patio, pedestrian or plaza areas, as shown on "Exhibit C";
 6. No monument sign shall be constructed along the Ashford Dunwoody Road frontage. As an alternative, the owner is allowed one sign with a sign area up to 120 square feet attached to the building. The design of such signage shall be incorporated into the design of the building as approved by the Community Development Director during the site plan review process. Other building signage will be allowed in accordance with Section 20-57;
 7. All trash/recycling enclosure(s) must be screened from view of public rights-of-way by landscaping and a solid masonry wall at least eight feet in height;
 8. Prior to certificate of occupancy, the owner shall pay a sum into the tree bank for the replacement density balance of trees removed, as determined by the tree ordinance and City Arborist;
 9. All utilities servicing the site shall be underground with the exception of required above-ground elements, such as transformers and cable boxes;
 10. All mechanical equipment (e.g., air conditioning, heating, cooling, ventilation, exhaust and similar equipment) shall be roof mounted and screened in all directions by walls or parapets or will be enclosed in opaque structures to hide the mechanical equipment from view from public right-of-way;
 11. Prior to the issuance of certificates of occupancy, the Owner will convey to the City right-of-way to incorporate the sidewalk and landscape buffers along Ashford Dunwoody Road and Perimeter Center East;
 12. Prior to the issuance of certificates of occupancy, the Owner will convey an easement on the eastern portion of the development sufficient to accommodate two travel lanes and two bicycle lanes as shown on Exhibit A to connect to adjacent property to the south. It will be responsibility of others to connect to this public easement outside of the property lines of the development;
 13. There shall be no left turn lane into the western most driveway from Perimeter Center East into the development. Access at this driveway shall be restricted to right in and right out turns only;
 14. The owner will contribute up to \$20,000 to extend the southbound turn lane for left turns from Ashford Dunwoody Road on to Perimeter Center East;
 15. The uses on the site shall be limited to eating and drinking establishments, brokerage services, office, medical facilities, retail sales, lodging, personal improvement, office, non-traditional bank without a drive-thru such as a banking café, credit union, savings and loans, and laundry drop-off and pick-up service;



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16. A crosswalk and pedestrian refuge shall be provided across Perimeter Center East on the northeastern corner of the property pursuant to approval of the Public Works Director;
17. The hotel shall not exceed 12 stories in height; and
18. Parking deck openings that face the apartment building to the east shall be shielded with landscaping and an architectural mesh, grille, screening or other cladding component that enhances the architectural character of the structure. The final design of the parking deck shall be subject to approval of the Community Development Director.

Attachments

- EXHIBIT A: Site plans, completed by Phillips Architecture, dated October 24, 2019 and October 28, 2019.
- EXHIBIT B: Streetscaping Sections, completed by Phillips Architecture, dated October 25, 2019.
- EXHIBIT C: Open Space Diagram, completed by Phillips Architecture, dated October 30, 2019.
- MA19-02 Zoning Ordinance
- MA19-02 Application Packet
- MA19-02 Architectural Renderings
- MA 19-02 Building Sign
- Landscape Plan, dated September 3, 2019.
- Tree Survey, dated September 3, 2019.
- Tree Recompense Plan, dated September 3, 2019.
- Traffic Study
- 2008 Zoning Conditions and Site Plan
- Zoning Map
- Building Elevations
- Dunwoody Comprehensive Plan Excerpt – Perimeter Center

ZONING

CURRENT: C-1-c
PROPOSED: C-1-c (ALSO IN PERIMETER CTR OVERLAY)

PROPERTY AREA

2.86 ACRES
PROPOSED 40,000 SF OF RETAIL, REST., AND COMM. USES
160 ROOM HOTEL

LOT COVERAGE

PROPOSED: 83.7%
TOTAL MAX ALLOWED: 86% *

BUILDING SETBACKS PROVIDED

STREET, FRONT & SIDE: 15 FT., 0 FT.
SIDE - INTERIOR LOT: 5 FT.
REAR: 8 FT.

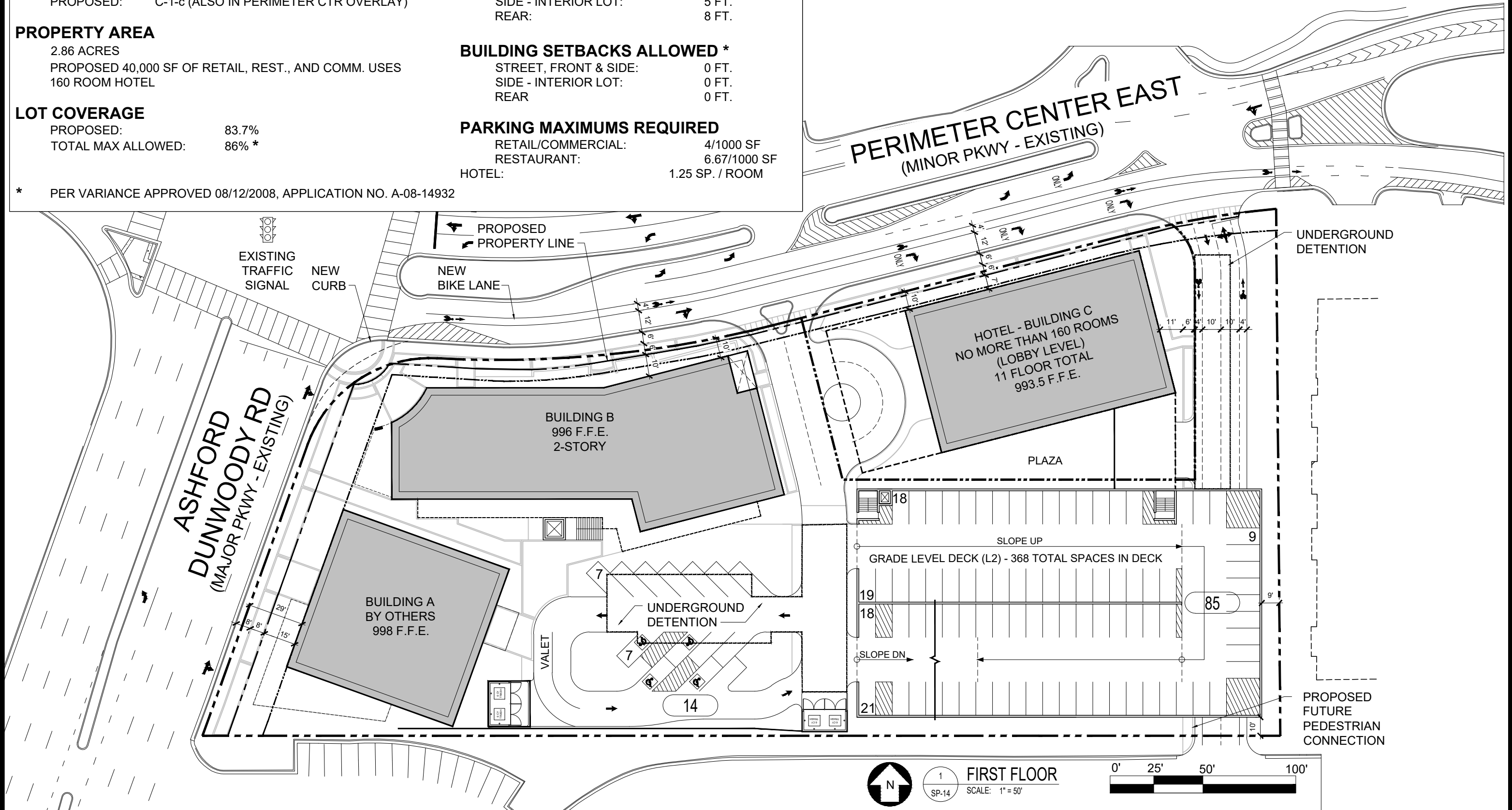
BUILDING SETBACKS ALLOWED *

STREET, FRONT & SIDE: 0 FT.
SIDE - INTERIOR LOT: 0 FT.
REAR: 0 FT.

PARKING MAXIMUMS REQUIRED

RETAIL/COMMERCIAL: 4/1000 SF
RESTAURANT: 6.67/1000 SF
HOTEL: 1.25 SP. / ROOM

* PER VARIANCE APPROVED 08/12/2008, APPLICATION NO. A-08-14932



84
PERIMETER

84 PERIMETER
DUNWOODY, GA

JOB NUMBER: 1869901 | DATE: 2019-10-28 | BY: WHH
DRAWING: LEVEL 1
AT GRADE W/ ASHFORD DUNWOODY ROAD
(SP-14)

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84
PERIMETER

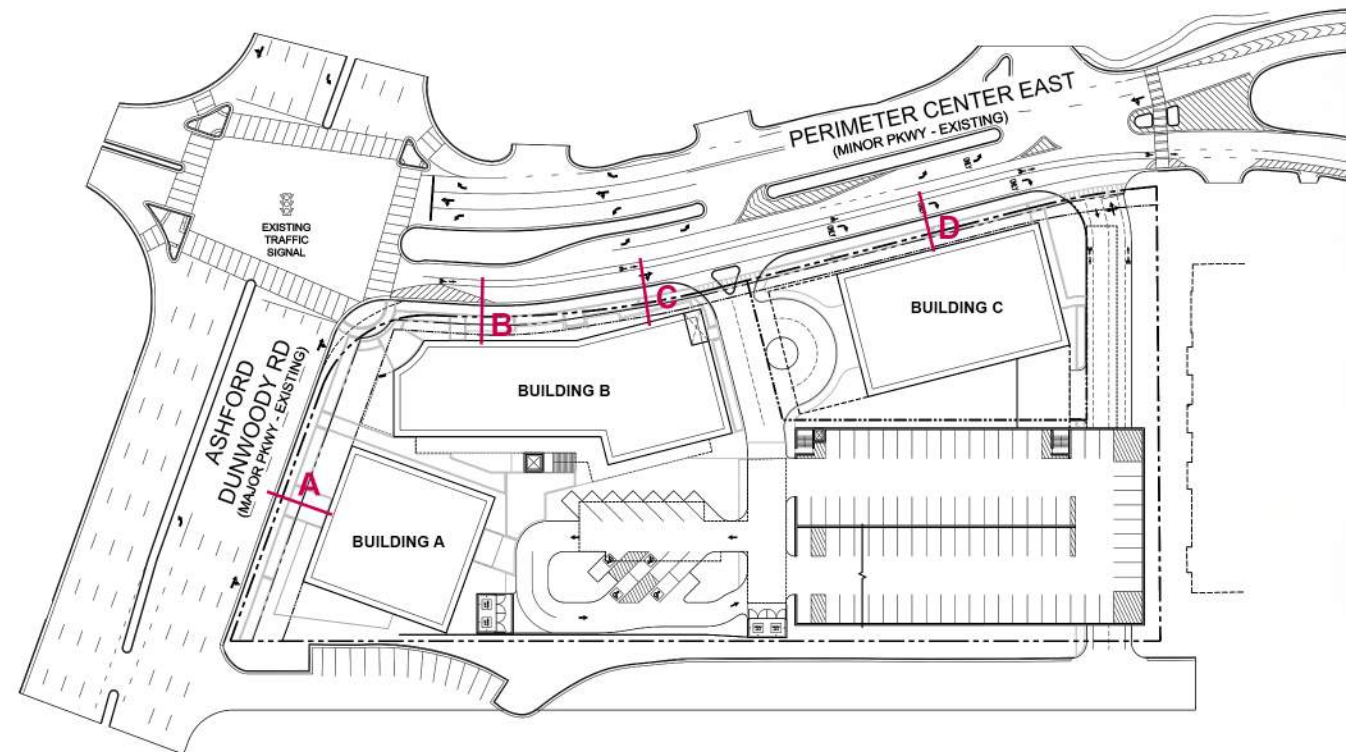
84 PERIMETER
DUNWOODY, GA

JOB NUMBER: 1869901 | DATE: 2019.10.24 | BY: WHH/KMC
DRAWING: LEVEL 1
AT GRADE W/ ASHFORD DUNWOODY ROAD
(SP-14)

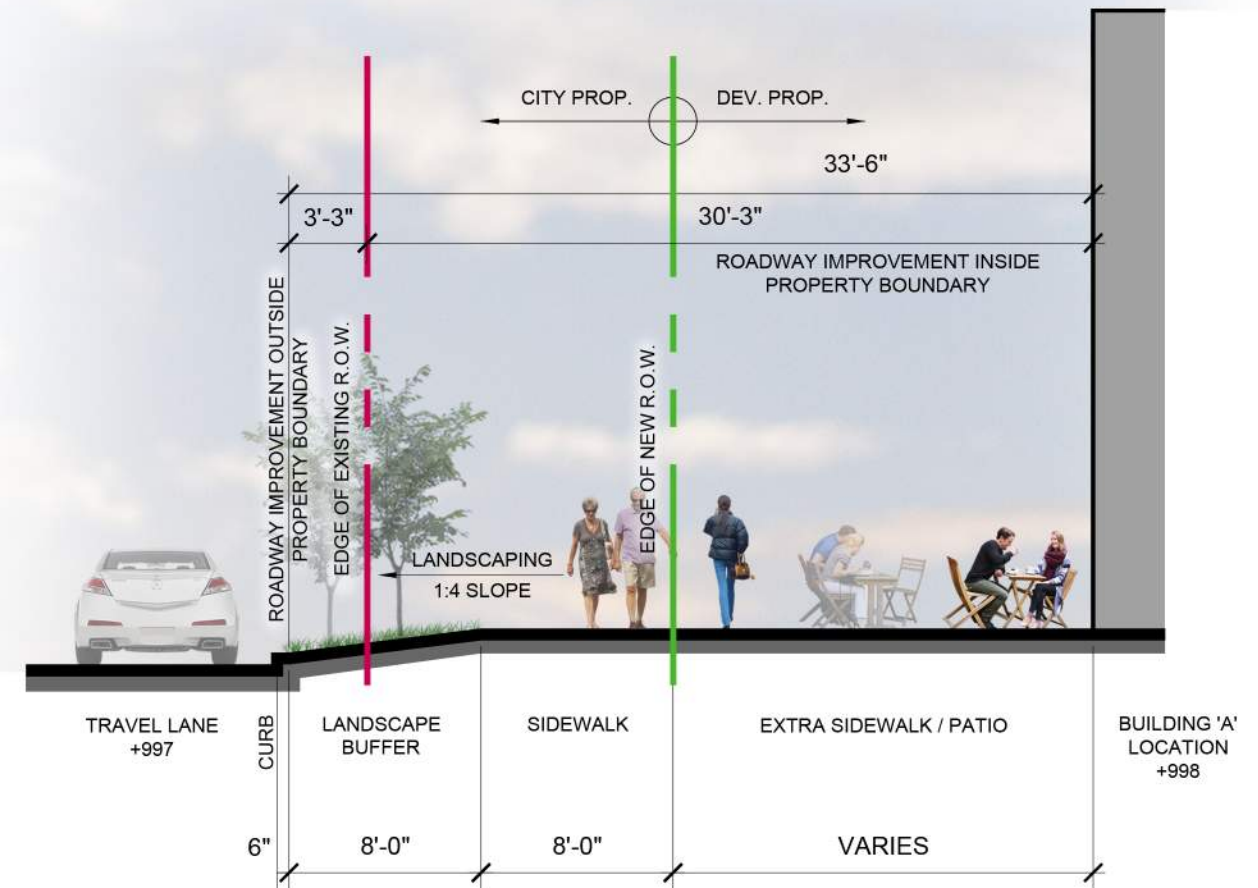


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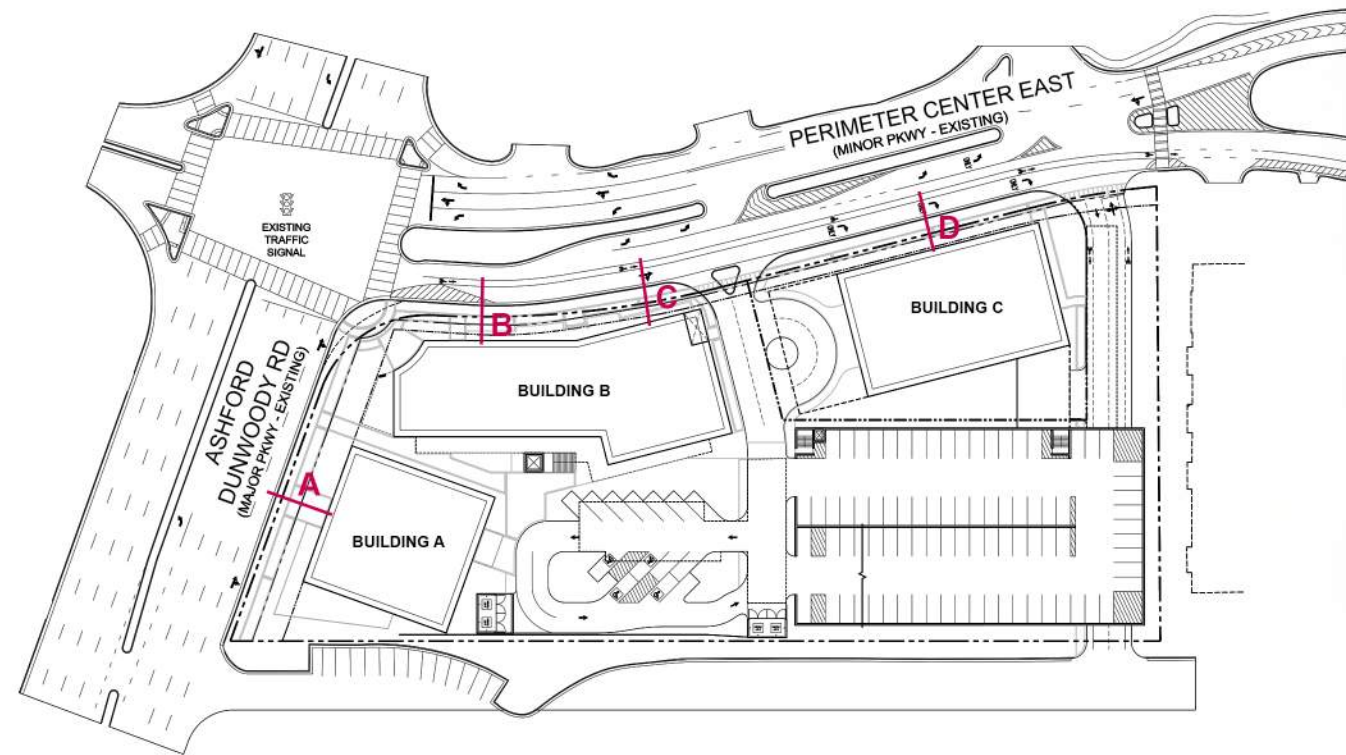
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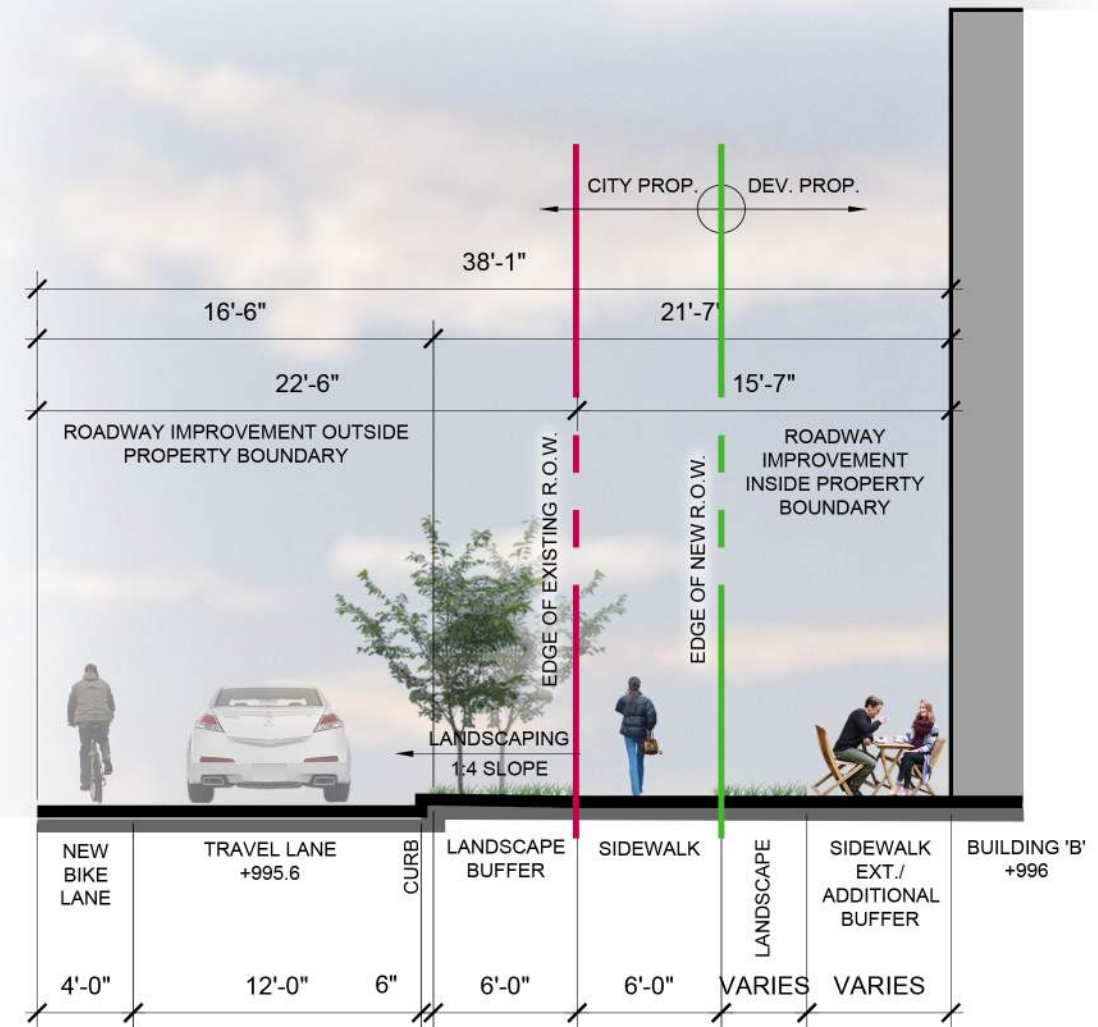
1 KEY SITE PLAN
SP-14 SCALE: N.T.S.



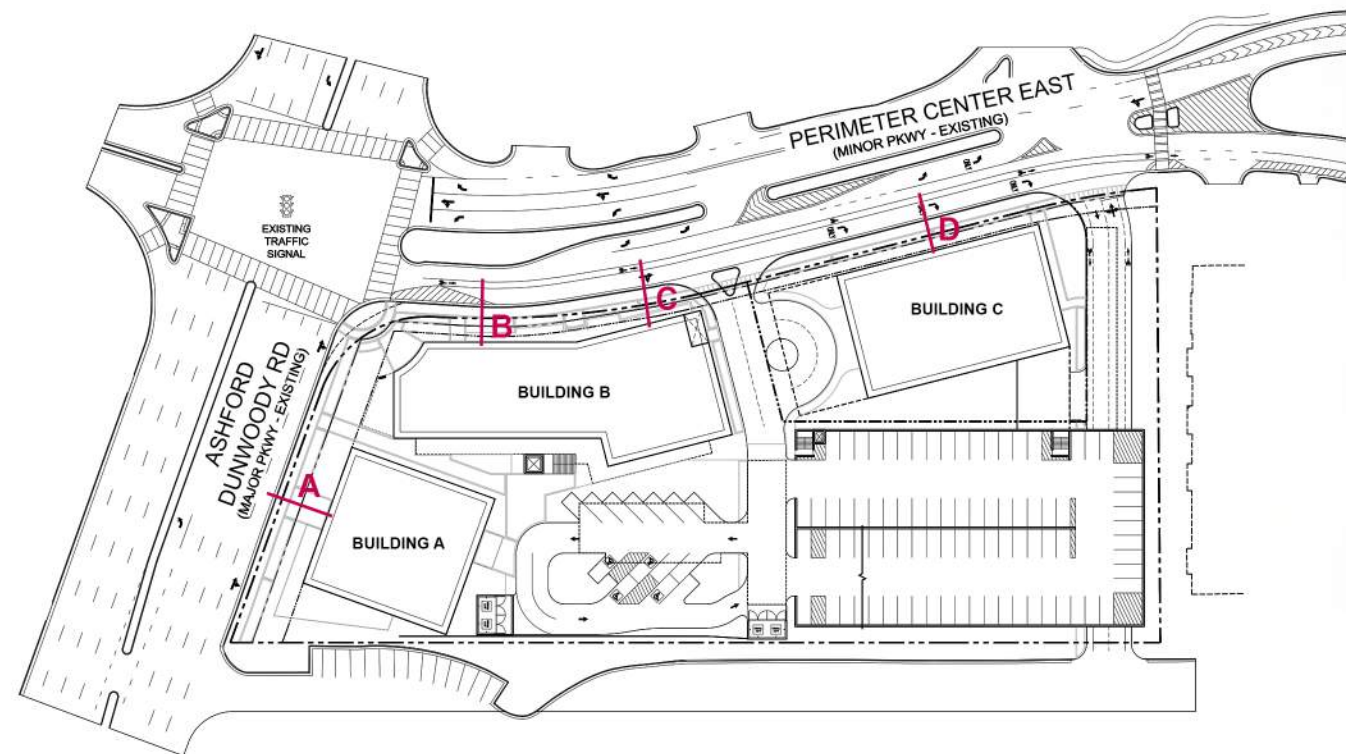
2 STREETSCAPE SECTION 'A'
SP-14 SCALE: 1/8" = 1'-0"



1 KEY SITE PLAN
SP-14 SCALE: N.T.S.

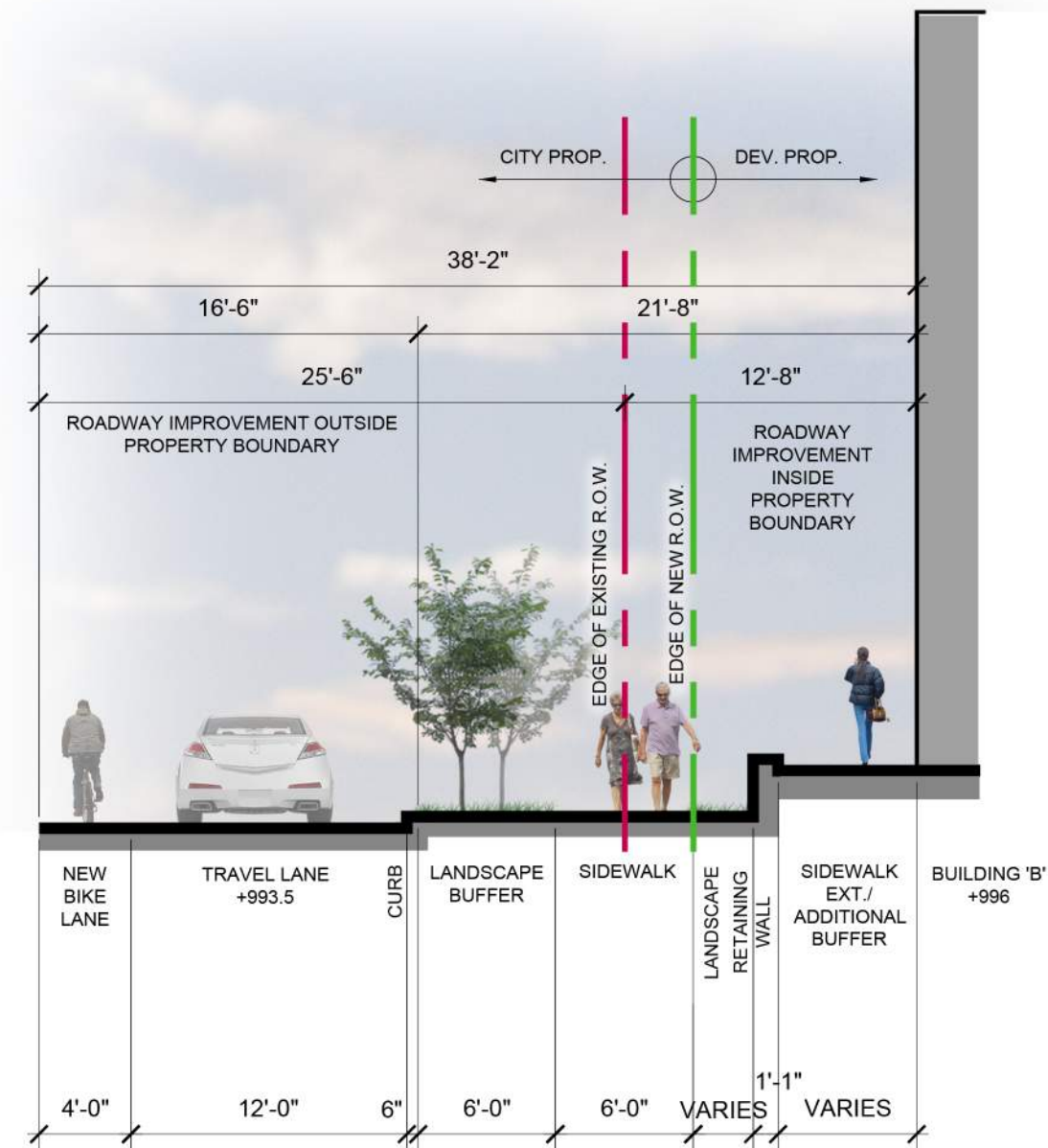


2 STREETSCAPE SECTION 'B'
SP-14 SCALE: 1/8" = 1'-0"



1
SP-14

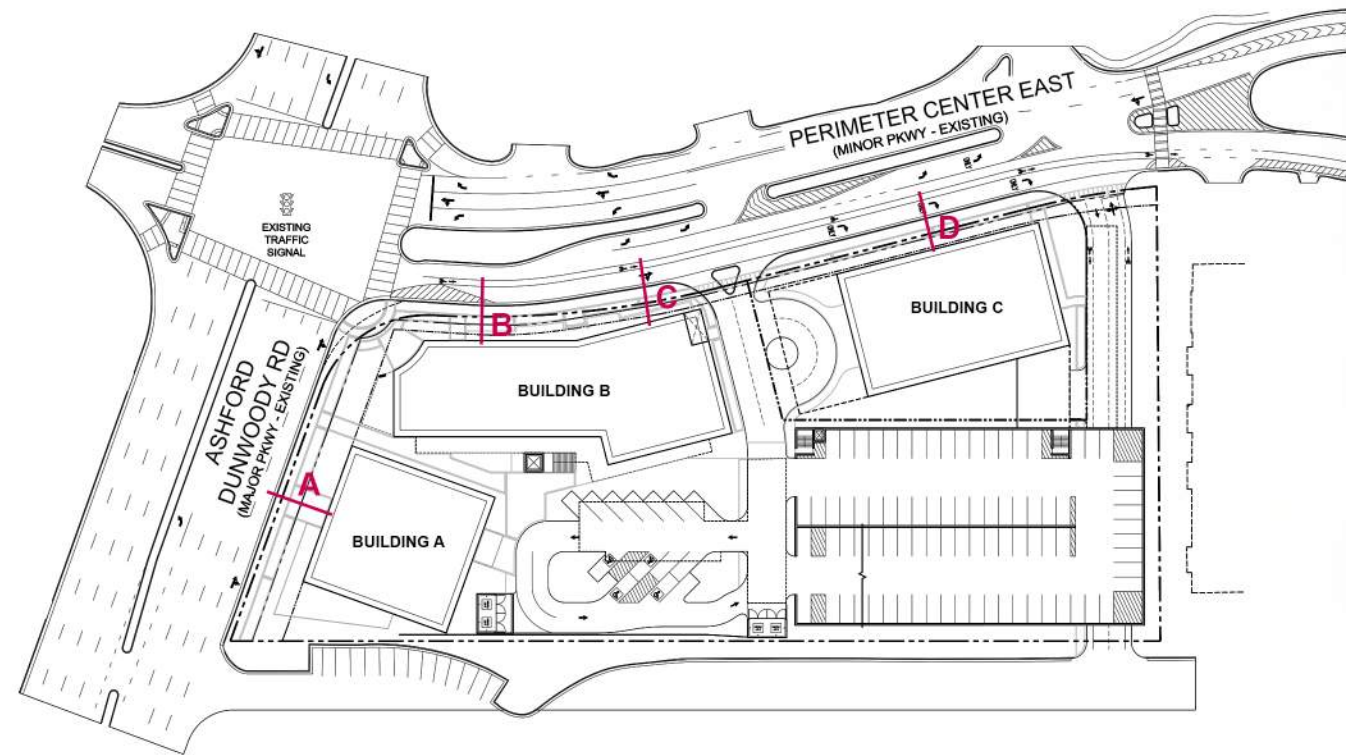
KEY SITE PLAN
SCALE: N.T.S.



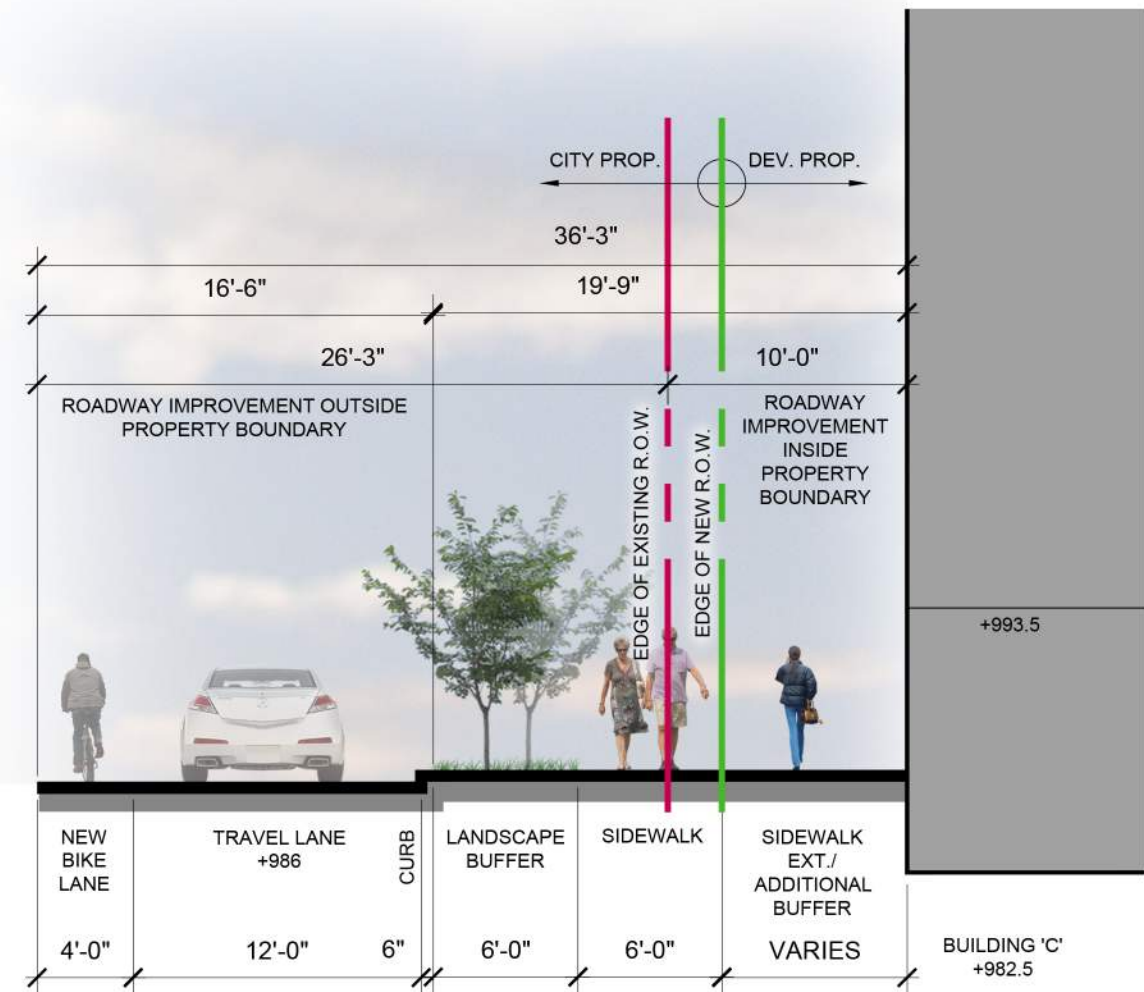
2
SP-14

STREETSCAPE SECTION 'C'
SCALE: 1/8" = 1'-0"





1 KEY SITE PLAN
SP-14 SCALE: N.T.S.



2 STREETSCAPE SECTION 'D'
SP-14 SCALE: 1/8" = 1'-0"

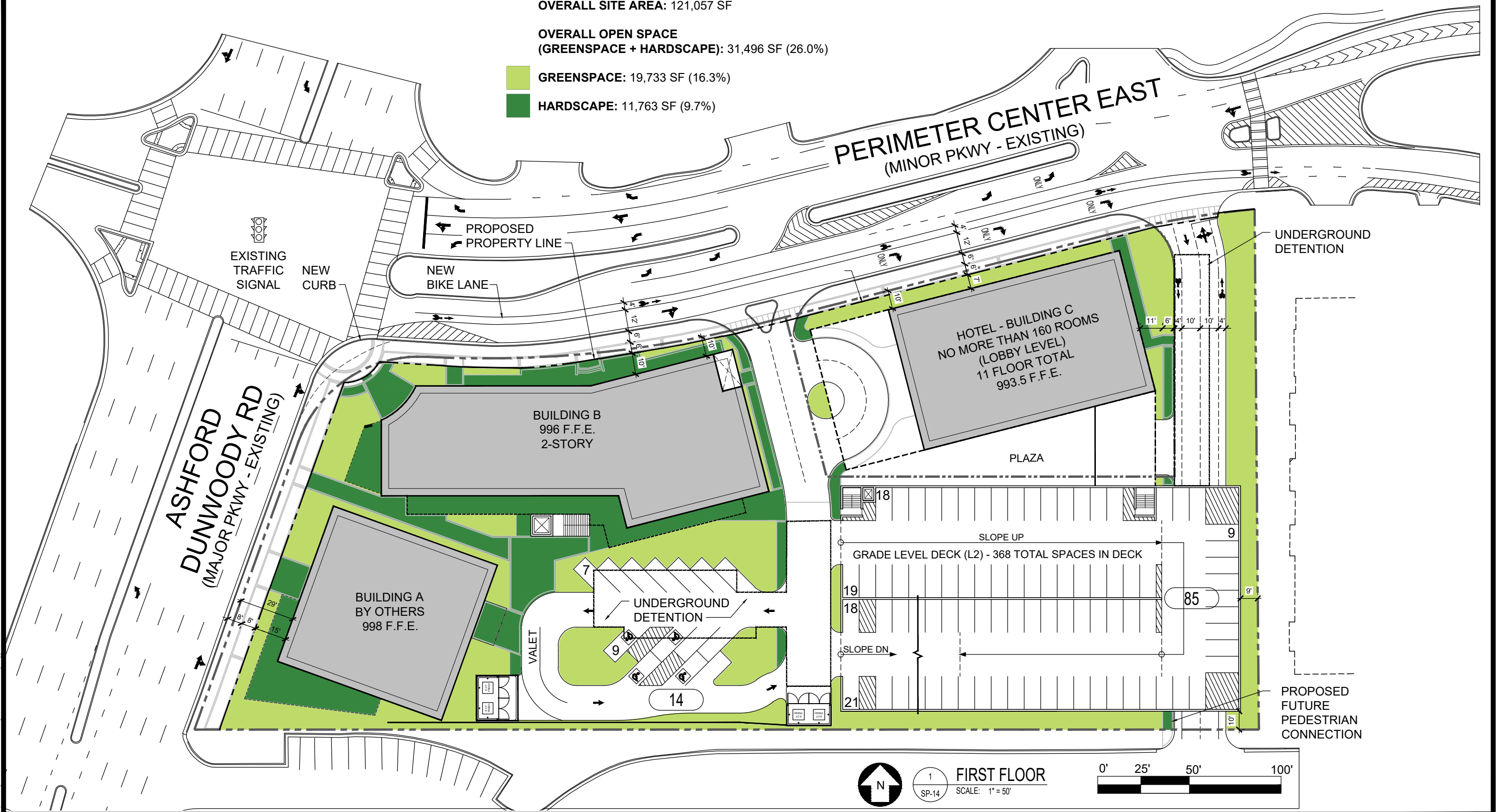
SITE OPEN SPACE CALCULATIONS:

OVERALL SITE AREA: 121,057 SF

**OVERALL OPEN SPACE
(GREENSPACE + HARDSCAPE):** 31,496 SF (26.0%)

 **GREENSPACE:** 19,733 SF (16.3%)

 **HARDSCAPE:** 11,763 SF (9.7%)



1
SP-14
FIRST FLOOR
SCALE: 1" = 50'



84
PERIMETER

84 PERIMETER
DUNWOODY, GA

JOB NUMBER: 1869901 | DATE: 2019-10-30 | BY: WHH
DRAWING: LEVEL 1
OPEN SPACE DIAGRAM
(SP-14)



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AMENDMENT APPLICATION



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

* Applicant Information:

Company Name:	JSJ Perimeter, LLC c/o The Galloway Law Group, LLC		
Contact Name:	Laurel David		
Address:	3500 Lenox Road NE, Suite 760, Atlanta, GA 30326		
Phone:	404-965-3680	Fax:	404-965-3670
Email:	laurel@glawgp.com		
Pre-application conference date (required):			

* Owner Information: ☒ Check here if same as applicant

Owner's Name:			
Owner's Address:			
Phone:		Fax:	
Email:			

* Property Information:

Property Address:	84, 130, and 140 Perimeter Center East, Dunwoody, GA 30346		
Parcel ID:	18 347 01 013; -021; -028		
Current Zoning Classification:	C-1-c		
Requested Zoning Classification:	C-1		

* Applicant Affidavit:

I hereby certify that to the best of my knowledge, this amendment 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:	JSJ Perimeter, LLC		
Applicant's Signature:			Date: 8/27/19

* Notary:

Sworn to and subscribed before me this	27	Day of	August	, 20	19
Notary Public:					
Signature:					
My Commission Expires:	May 14, 2021				



21/52/2

PI

7/2/2021

21

1000 PI 10/11/2021



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:** JSJ Perimeter, LLC

Signature: [Signature] Date: 8/27/19
Address: c/o Laurel David, The Galloway Law Group, 3500 Lenox Rd., Suite 760, Atlanta GA

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:~~ Legal Counsel: The Galloway Law Group, LLC

Signature: Laurel Davis Date: 9/3/2019
Address: 3500 Lenox Road NE, Suite 760, Atlanta, GA 30326

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

Date	Government Official	Official Position	Description	Amount

**LETTER OF INTENT
APPLICATION FOR REZONING MODIFICATION
CITY OF DUNWOODY, GEORGIA**

JSJ Perimeter, LLC (the “Applicant” and Owner) requests a modification of the zoning conditions applicable to property located at 84, 130, and 140 Perimeter Center East (Parcel Identification Numbers 18 18 347 01 013; 18 347 01 021; 18 347 01 028) (collectively known as the “Property”). The Property is zoned C-1 and is conditioned to a site plan showing a development consisting of a 12-story, 232-room hotel with an approximately 7,050-square foot full service restaurant, approximately 5,369 gross square feet of meeting space, and a fitness club consisting of approximately 70,000 gross square feet (See Dekalb County zoning case numbers Z-0814825, SLUP 08-14791 and Variances A-08-14505 and A-08-14932).

The Applicant desires to modify the zoning conditions to allow for a hotel and retail, restaurant and commercial uses. The Property is currently occupied by a vacant bank building.

The Applicant respectfully submits this request, and asks that the City Council approve the Rezoning Modification as the proposal is consistent with the standards and factors set forth in Section 27-335 of the Zoning Ordinance of the City of Dunwoody:

1. Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan;

This Rezoning Modification Application is in conformity with the policy and intent of the City of Dunwoody’s 2015-2035 Comprehensive Plan. The Property is in the Perimeter Center Character Area, which is described as “a visitor friendly, “livable” regional center with first-class office, retail, entertainment, hotels, and high-end restaurants in a pedestrian and bicycle-oriented environment.” Comp. Plan at Page 25. One objective in the Character Area is to: “Encourage hotel and convention development near MARTA in order to foster commerce along the mass transportation route.” Comp. Plan at Page 26. The Applicant’s proposal is attuned to this vision for the Perimeter Center area, as the Property is just a ten (10) to fifteen (15) minute walk from the Dunwoody MARTA station. Furthermore, providing a mixed-use development with flexible commercial space at this location will not only allow the Applicant to respond to market demands for restaurant and retail uses, but will also foster small business creation and growth, one of the priority needs listed in the Comprehensive Plan. Comp. Plan at Page 36.

2. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties;

This Rezoning Modification will permit a use that is suitable in view of the use and development of adjacent and nearby properties. Other parcels in the vicinity are zoned to the C-1, O-I and OCR districts and are developed for dense commercial, office and multi-family residential uses. The Property is situated opposite Perimeter Mall and near both the Dunwoody MARTA station and I-285.

3. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;

The Property does not have a reasonable economic use as currently zoned. The Property was rezoned in 2008 to fit a specific market concept presented by a national hotel chain that combined a hotel with a large fitness center. The Property has been on the market for many years since that time, but has not sold. Current hotel operators are not willing to adjust their designs to include a 70,000-square foot fitness center. The Applicant's request, if granted, would allow reasonable economic use of the Property.

4. Whether the zoning proposal would adversely affect the existing use or usability of adjacent or nearby property;

The hotel and commercial uses proposed are allowed under the existing C-1 zoning classification. The Applicant's proposal only seeks to modify zoning conditions limiting the development of the Property to a specific, nearly ten-year-old site plan. However, because the Applicant's proposal is similar to that included in the original zoning, it will not affect the existing use or usability of adjacent or nearby property.

5. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;

The surrounding area has been densely developed for many years. As mentioned above, the Applicant proposes uses that are currently allowed, but wishes to change zoning conditions that tie the development of the Property to a specific site plan.

6. Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archeological resources;

The Applicant is unaware of any historic buildings, sites, districts, or archeological resources that this zoning proposal would adversely affect.

7. Whether the zoning proposal will result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

The proposal is not expected to result in a use that would excessively burden existing streets, transportation facilities, utilities or schools. While existing infrastructure is sufficient to meet the increases in usage that will result from the development, the Applicant will work with the City of Dunwoody, DeKalb County, and the Georgia Department of Transportation personnel to find solutions to any issues that arise. The proposed uses on the Property will not generate school students.

Because this Rezoning proposal meets all the standards and factors set forth in Section 27-335 of the Zoning Ordinance of the City of Dunwoody, the Applicant respectfully asks that the City Council grant the Rezoning Modification as requested by the Applicant above.

Sincerely,

THE GALLOWAY LAW GROUP, LLC

By:



Laurel David

Attorney for the Applicant

3500 Lenox Road, NE
Suite 760
Atlanta, Georgia 30326
(404) 965-3680

CONSTITUTIONAL OBJECTIONS
APPLICATION FOR REZONING MODIFICATION
CITY OF DUNWOODY, GEORGIA

Georgia Law and the procedures of City of Dunwoody require us to raise Federal and State Constitutional objections during the Rezoning Modification application process. While the Owner/Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Owner/Applicant will be barred from raising important legal claims later in the process. Accordingly, we are required to raise the following constitutional objections at this time:

The portions of the Zoning Ordinance of City of Dunwoody, Georgia, as applied to the Property, that would result in a denial of the Rezoning Modification as requested, are, or would be, unconstitutional in that they would destroy property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

Any application of the Code of City of Dunwoody or the City of Dunwoody Zoning Ordinance to the Property which restricts its use to any use in a manner other than that requested is unconstitutional, illegal and null and void because such an application constitutes a taking of property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I, of the Constitution of the State of Georgia of 1983 and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States because such an application denies the Owner/Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would also constitute an arbitrary and capricious act by the City Council of City of Dunwoody without any rational basis therefore, thereby constituting an abuse of discretion in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

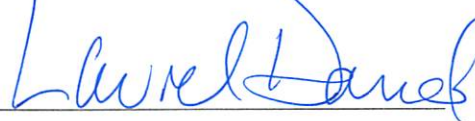
A refusal to grant the Rezoning Modification as requested would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Owner/Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any approval of the Rezoning Modification subject to conditions that are different from the conditions requested, to the extent such different conditions would have the effect of further restricting the utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act and would

likewise violate each of the provisions of the State and Federal Constitutions set forth herein above.

In addition, this constitutes formal written notice to City of Dunwoody, pursuant to O.C.G.A. § 36-33-5, that the Owner/Applicant plans to seek to recover all damages that it sustains or suffers as a result of the denial of this Application and/or the unconstitutional zoning of the Property by City of Dunwoody. Such damages may include, but are not necessarily limited to, damages related to the diminution in the value of the Property, attorneys' fees and expenses of litigation.

Accordingly, the Owner/Applicant respectfully requests that the City Council of the City of Dunwoody grant the Rezoning Modification as requested.

THE GALLOWAY LAW GROUP, LLC

By: 

Laurel David
Jordan Edwards
Attorneys for Applicant

3500 Lenox Road, NE
Suite 760
Atlanta, Georgia 30326
(404) 965-3680
(404) 965-3670 Facsimile

**STATE OF GEORGIA
CITY OF DUNWOODY**

ORDINANCE 2019-__-__

AN ORDINANCE TO AMEND THE CITY OF DUNWOODY ZONING CLASSIFICATION AND MAP FOR ZONING CONDITIONS OF LAND LOT 347, District 18, IN CONSIDERATION OF ZONING CASE Z-08-14825 (84, 130, AND 140 PERIMETER CENTER EAST) MAJOR MODIFICATION.

WHEREAS: JSJ Perimeter, LLC, seeks permission to modify the conditioned site plan and current conditions of zoning in order to allow a new development configuration for the property by modifying Zoning Case Z-08-14825 as described below; and

WHEREAS: The property, Tax Parcel 18-347-01-013, 021, and 028, is located on a corner lot (84 Perimeter Center East), which fronts the east side of Ashford-Dunwoody Road and south side of Perimeter Center East, and two vacant wooded lots (140 and 130 Perimeter Center East) to the east, both fronting Perimeter Center East., and consists of 2.86 acres; and

WHEREAS: The site currently contains a vacant one-story building, formerly occupied as a bank; and

WHEREAS: The current site plan and conditions of this case allow for the development of a hotel, a 7,050 square foot full service restaurant, a 5,369 square foot meeting space, and a 70,000 square foot fitness club. In addition, the site has a special land use permit to increase the height of the hotel from 2 to 12-stories (SLUP-08-14791), several variances to allow for zero front, side and rear setbacks and an increase in maximum lot coverage from 80 to 86%; and

WHEREAS: Pursuant to the City of Dunwoody Zoning Ordinance, the application seeks to rezone the 2.86 acres of land to allow 40,000 square feet of retail, restaurant, and commercial uses and a 160 room, 11-story hotel. The commercial component of the development includes two buildings: a retail, restaurant and commercial building up to approximately 12,000 square feet fronting Ashford Dunwoody Road; and a 2-story, retail, restaurant and commercial building fronting Perimeter Center East up to approximately 30,000 square feet. The hotel will be located along the back of the site, fronting Perimeter Center East. The parking, which includes a 4-level, 368 space parking deck, and 14-space surface parking lot, are found within the interior of the site, behind the commercial buildings and hotel. Access into the development is proposed via a full access intersection located behind the hotel at Perimeter Center East. Additionally, there is a right-in and right-out driveway found between the hotel and 2-story retail/restaurant/commercial building, along Perimeter Center East. The hotel entrance and drop off area fronts the east side of the driveway entrance, immediately near the access/exit point on to Perimeter Center East. The site's storm water detention facility is proposed underground below the surface parking lot.

The tree removal plan indicates that the entirety of the site's 235 trees, which include approximately 75% pines, will be removed. The plan indicates that 10 specimen trees will be removed. To satisfy the tree

**STATE OF GEORGIA
CITY OF DUNWOODY**

ORDINANCE 2019-__-__

density requirements, several deciduous canopy trees of a minimum 4-inch caliper and understory canopy trees will be planted throughout the site. As well, the owner will be required to pay a sum into the tree bank for the replacement density balance of trees removed, as determined by the tree ordinance and City Arborist.

The Ashford Dunwoody Road frontage incorporates an 8-foot street buffer, 8-foot sidewalk, and 16-feet of extra sidewalk or patio dining; and at Perimeter Center East, the frontage incorporates a 6-foot street buffer, 6-foot sidewalk, and 7 to 10-foot of extra sidewalk, landscape buffer or potentially patio seating which terminates at the proposed hotel. In an effort to activate the streetscapes, all building are designed in proximity to their adjoining street frontages. The submitted building elevations indicate that the prominent building materials proposed include masonry tile, glass, stucco, and wood veneer.

The 2007 setback variances align with the intended PC districts by moving the buildings closer to the street. However, review of the site plan indicates the development will have a lot coverage of 83.7%. The submitted open space calculations shown in Exhibit C indicate that the remainder of the site will consist of 16.3% green space and 9.7% hardscape; and

WHEREAS: The Mayor and City Council find that the proposed use aligns with Dunwoody Comprehensive Plan, which calls for the Perimeter Center District to be a livable regional center with a mix of housing, first-class office, and retail in an environment that includes pedestrian and bicycle-oriented amenities; and

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

WHEREAS: A public hearing was held by the Mayor and City Council of the City of Dunwoody as required by the Zoning Procedures Act.

NOW THEREFORE, The Mayor and City Council of the City of Dunwoody hereby **ORDAIN AND APPROVE** the rezoning of said property to modify the conditioned site plan and current conditions of zoning subject to the following Exhibits and conditions:

EXHIBIT A: Site plans, completed by Phillips Architecture, dated October 24, 2019 and October 28, 2019.

EXHIBIT B: Streetscaping Sections, completed by Phillips Architecture, dated October 25, 2019.

EXHIBIT C: Open Space Diagram, completed by Phillips Architecture, dated October 30, 2019.

1. The owner shall develop the site in general conformity with "Exhibit A" with minor changes allowed as defined by Section 27-337(b) or necessary changes to meet conditions of zoning or land development requirements made necessary by actual field conditions at the time of development;
2. The owner shall construct the streetscaping in general conformity with "Exhibit B". Any minor variations to the streetscapes made necessary by actual field conditions at the time

**STATE OF GEORGIA
CITY OF DUNWOODY**

ORDINANCE 2019-__-__

of development shall be subject to approval by the Public Works Director and Community Development Director;

3. Major façade materials shall include natural brick, natural stone and natural wood, hard coat stucco and glass, natural brick veneer or stone veneer materials and other high quality materials approved by the Community Development Director during the permit review process;
4. Stamped brick and cultured stone, manufactured stone, synthetic EIFS, or other imitation materials shall be prohibited;
5. The development shall include a minimum of 25% open space that is made up of no more than 40% hardscape. Such open space areas shall include greenspace, landscaped areas, including perimeter greenspace and hardscape outdoor patio, pedestrian or plaza areas, as shown on "Exhibit C";
6. No monument sign shall be constructed along the Ashford Dunwoody Road frontage. As an alternative, the owner is allowed one sign with a sign area up to 120 square feet attached to the building. The design of such signage shall be incorporated into the design of the building as approved by the Community Development Director during the site plan review process. Other building signage will be allowed in accordance with Section 20-57;
7. All trash/recycling enclosure(s) must be screened from view of public rights-of-way by landscaping and a solid masonry wall at least eight feet in height;
8. Prior to certificate of occupancy, the owner shall pay a sum into the tree bank for the replacement density balance of trees removed, as determined by the tree ordinance and City Arborist;
9. All utilities servicing the site shall be underground with the exception of required above-ground elements, such as transformers and cable boxes;
10. All mechanical equipment (e.g., air conditioning, heating, cooling, ventilation, exhaust and similar equipment) shall be roof mounted and screened in all directions by walls or parapets or will be enclosed in opaque structures to hide the mechanical equipment from view from public right-of-way;
11. Prior to the issuance of certificates of occupancy, the Owner will convey to the City right-of-way to incorporate the sidewalk and landscape buffers along Ashford Dunwoody Road and Perimeter Center East;
12. Prior to the issuance of certificates of occupancy, the Owner will convey an easement on the eastern portion of the development sufficient to accommodate two travel lanes and two bicycle lanes as shown on Exhibit A to connect to adjacent property to the south. It will be responsibility of others to connect to this public easement outside of the property lines of the development;
13. There shall be no left turn lane into the western most driveway from Perimeter Center East into the development. Access at this driveway shall be restricted to right in and right out turns only;
14. The owner will contribute up to \$20,000 to extend the southbound turn lane for left turns from Ashford Dunwoody Road on to Perimeter Center East;
15. The uses on the site shall be limited to eating and drinking establishments, brokerage services, office, medical facilities, retail sales, lodging, personal improvement, office, non-traditional bank without a drive-thru such as a banking café, credit union, savings and loans, and laundry drop-off and pick-up service;
16. A crosswalk and pedestrian refuge shall be provided across Perimeter Center East on the northeastern corner of the property pursuant to approval of the Public Works Director;
17. The hotel shall not exceed 12 stories in height; and
18. Parking deck openings that face the apartment building to the east shall be shielded with landscaping and an architectural mesh, grille, screening or other cladding component that enhances the architectural character of the structure. The final design of the parking deck shall be subject to approval of the Community Development Director.

**STATE OF GEORGIA
CITY OF DUNWOODY**

ORDINANCE 2019-__-__

Attachments

- EXHIBIT A: Site plans, completed by Phillips Architecture, dated October 24, 2019 and October 28, 2019.
- EXHIBIT B: Streetscaping Sections, completed by Phillips Architecture, dated October 25, 2019.
- EXHIBIT C: Open Space Diagram, completed by Phillips Architecture, dated October 30, 2019.
- MA19-02 Zoning Ordinance
- MA19-02 Application Packet
- MA19-02 Architectural Renderings
- MA 19-02 Building Sign
- Landscape Plan, dated September 3, 2019.
- Tree Survey, dated September 3, 2019.
- Tree Recompense Plan, dated September 3, 2019.
- Traffic Study
- 2008 Zoning Conditions and Site Plan
- Zoning Map
- Building Elevations
- Dunwoody Comprehensive Plan Excerpt – Perimeter Center

SO ORDAINED AND EFFECTIVE, this the ____ day of _____, 2019.

Approved by:

Approved as to Form and Content

Denis L. Shortal, Mayor

City Attorney

Attest:

Sharon Lowery, City Clerk

SEAL

CONSULTANT

SEAL _____

ISSUE & REVISION RECORD _____

[illegible]

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PROJECT _____

DUNWOODY, GEORGIA

CLIENT _____

84

PERIMETER

PHILLIPS JOB NUMBER _____

ISSUE DATE _____ 1859901

10-24-15

AWD/ MJM

DRAWING TITLE **PARKING GARAGE**

PARKING GARAGE ELEVATIONS

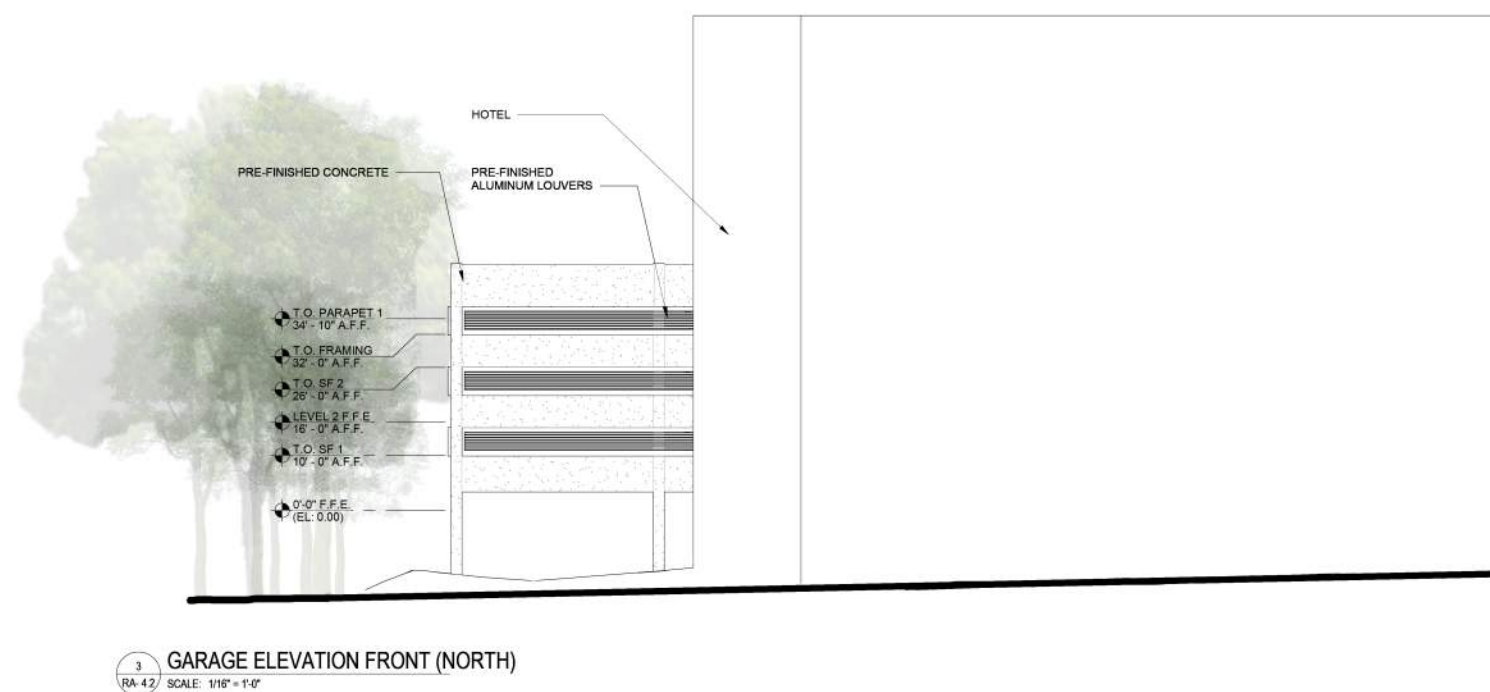
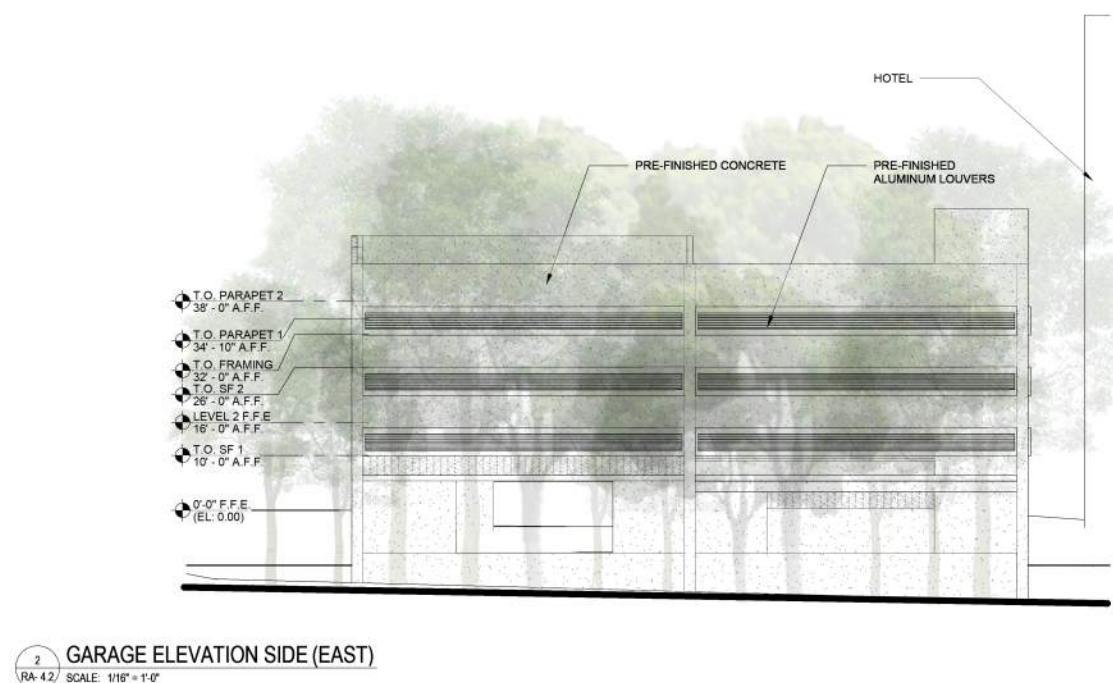
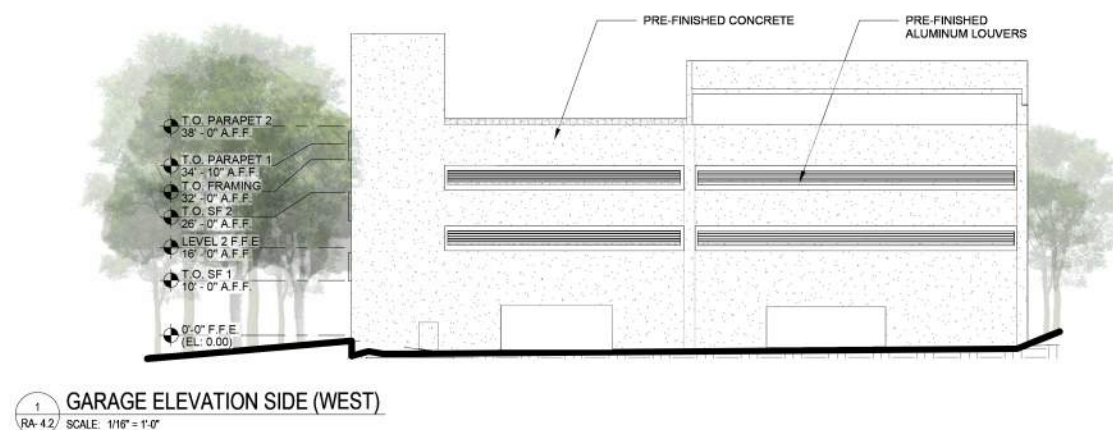
SHEET NUMBER _____

RA- 4.2

5901 PEACHTREE DUNWOODY RD
BUILDING A, SUITE 450
ATLANTA, GEORGIA 30328

PHILLIPSPART.COM 770-394-1616

PRELIMINARY (SUBJECT TO CHANGE)





PHILLIPS

CONSULTANT

SEAL

ISSUE & REVISION RECORD

#	DATE	DESCRIPTION
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PROJECT

84
PERIMETER

DUNWOODY, GEORGIA

CLIENT

PHILLIPS JOB NUMBER

1869901

ISSUE DATE

09-03-19

DRAWN BY/CHECKED BY

AWD/ MJM

DRAWING TITLE

ELEVATIONS BLDG B

SHEET NUMBER

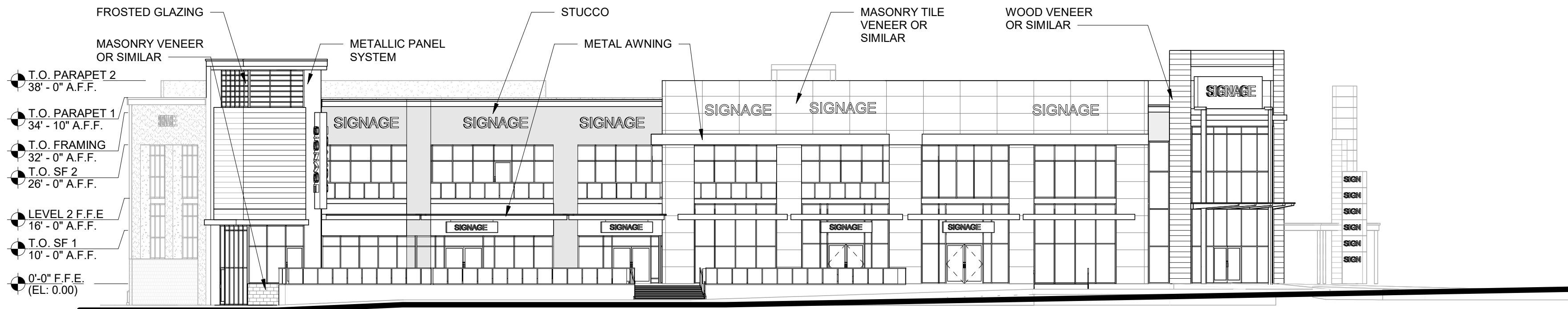
RA- 4.1

5901 PEACHTREE DUNWOODY RD.
BUILDING A, SUITE 450
ATLANTA, GEORGIA 30328

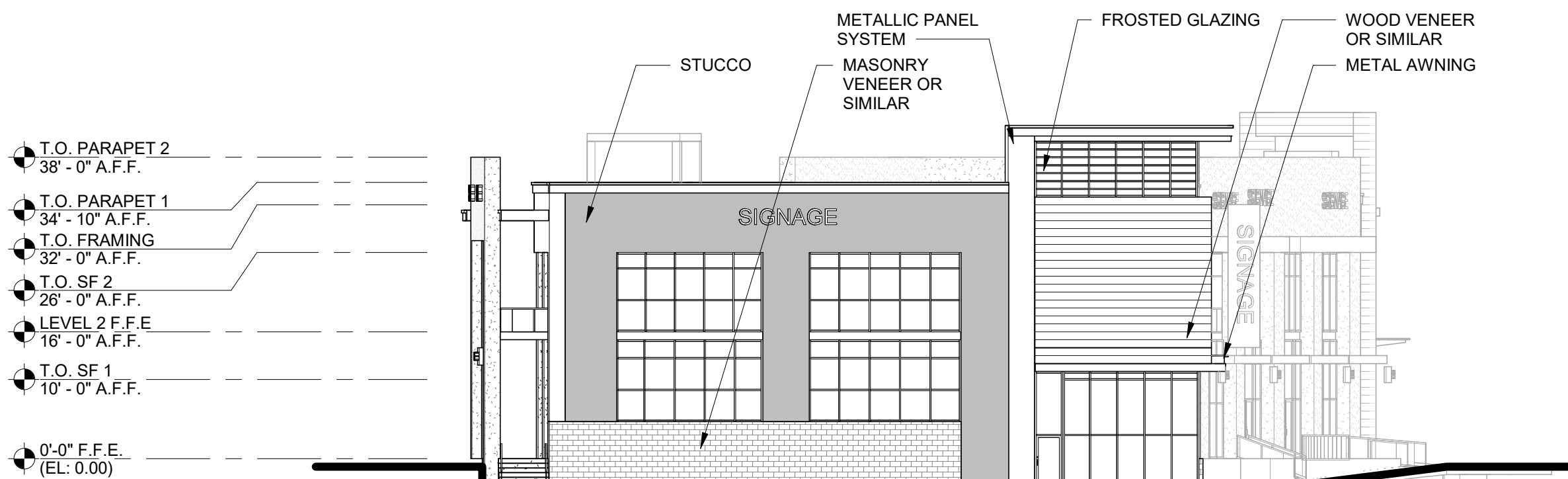
PHILLIPSPART.COM

770-394-1616

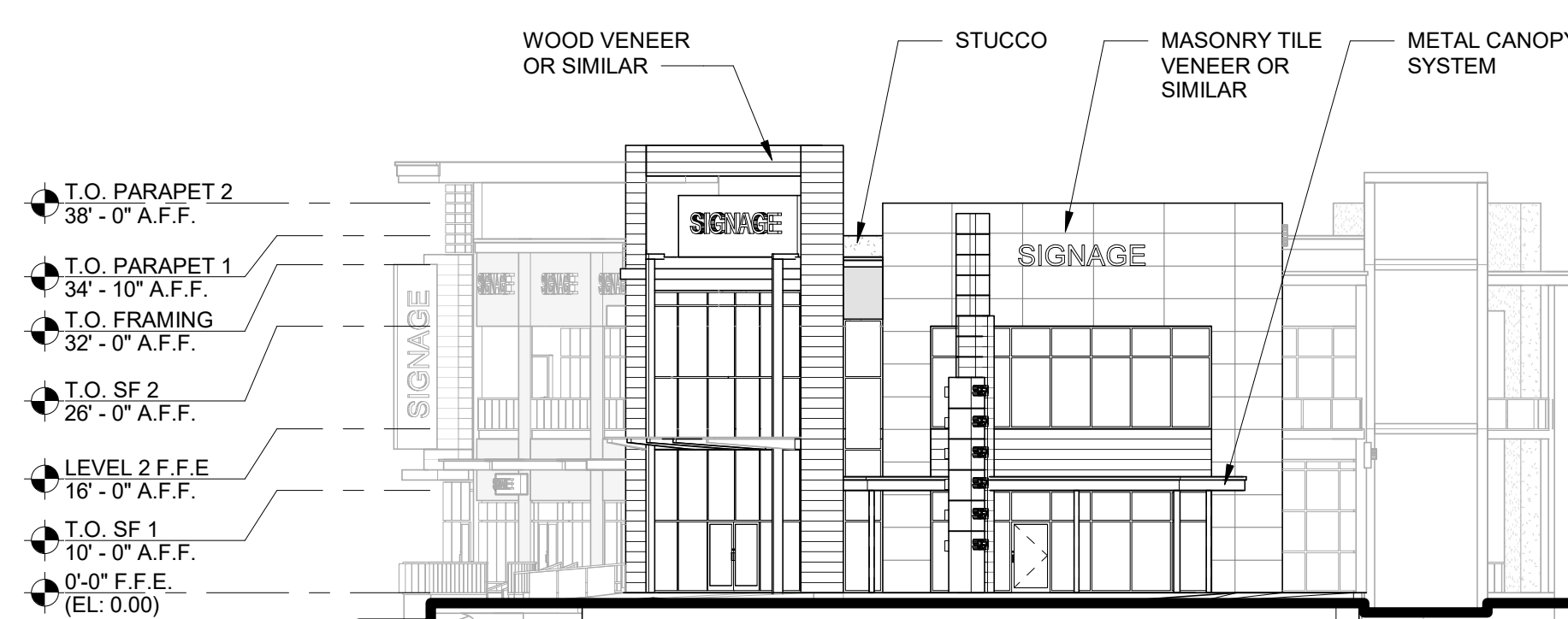
PRELIMINARY (SUBJECT TO CHANGE)



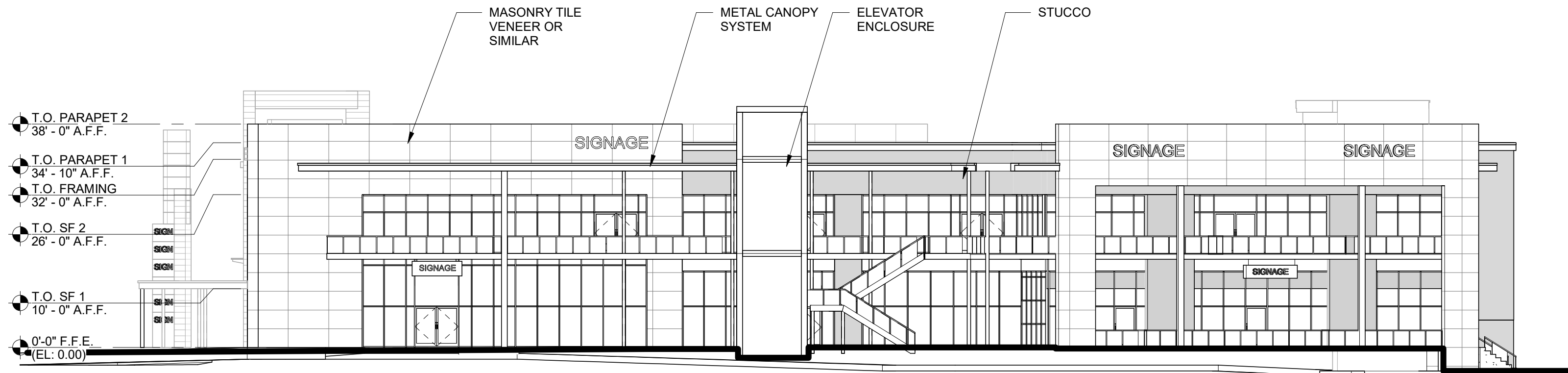
1 NORTH ELEVATION
RA- 4.1 SCALE: 1/16" = 1'-0"



2 EAST ELEVATION
RA- 4.1 SCALE: 1/16" = 1'-0"



3 WEST ELEVATION
RA- 4.1 SCALE: 1/16" = 1'-0"



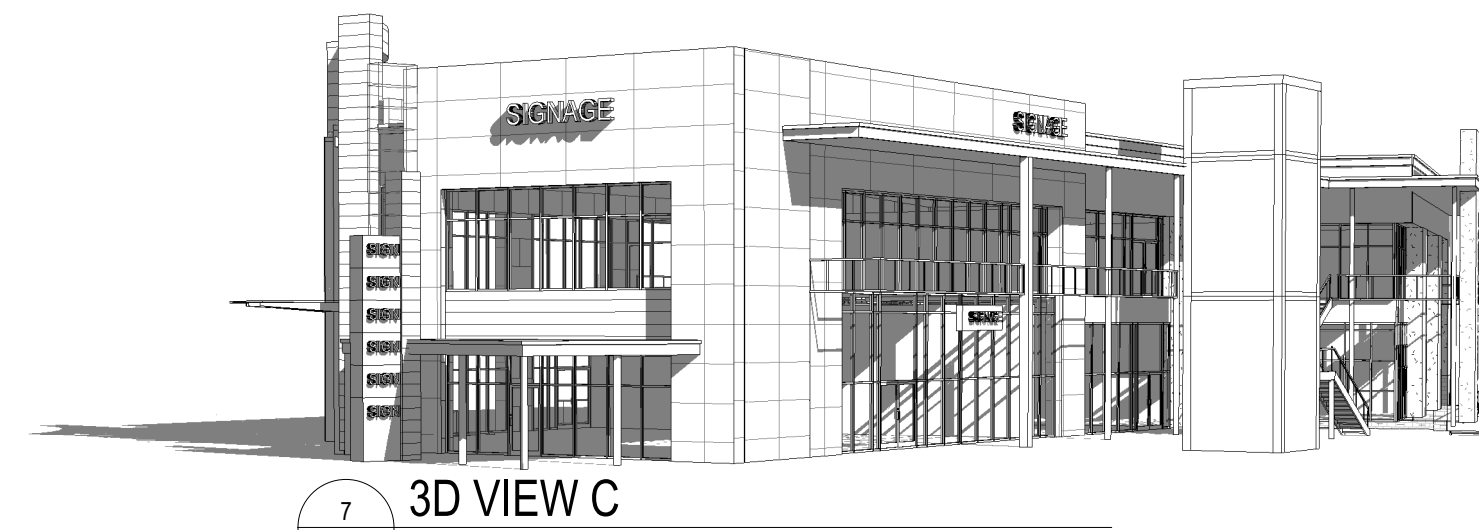
4 SOUTH ELEVATION
RA- 4.1 SCALE: 1/16" = 1'-0"



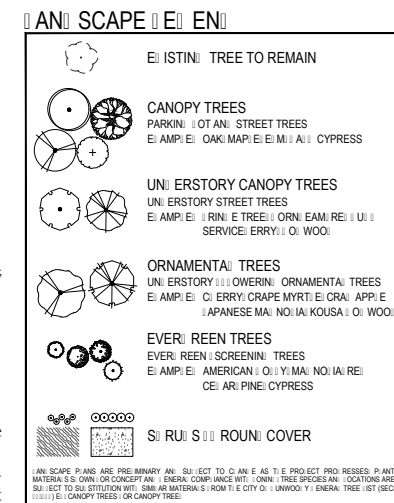
5 3D VIEW A
RA- 4.1 SCALE:



6 3D VIEW B
RA- 4.1 SCALE:



7 3D VIEW C
RA- 4.1 SCALE:



1

1

F

1

Packet page:...



THE UTILITIES SHOWN FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE LANDSCAPE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND I SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES DURING CONSTRUCTION LIES WITH THE CONTRACTOR.

[illegible]

LANDSCAPE PLAN PREPARED TO DENOTE PRELIMINARY DESIGN INTENT. PLANT SELECTION, MATERIALS, QUANTITY AND LAYOUT SUBJECT TO REVISIONS. ALL SUBSTITUTIONS MUST BE APPROVED BY OWNER AND LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.



PRELIMINARY (SUBJECT TO CHANGE)



PHILLIPS

84 HOTEL
PERIMETER



PEACHTREE
HOTEL GROUP

PLANT SCHEDULE

TREES	COMMON NAME
AR	Red Maple
AA	Downy Serviceberry
CB	Pyramidal European Hornbeam
CV	White Fringetree
IA	American Holly
LS	Columnar Sweet Gum
LA	Arnold Tulip Poplar
MA	Alta Magnolia
QP	Willow Oak
TE	Emerald Arborvitae
UP	American Elm



AJC
DESIGN
GROUP
770.330.0814
1991 WOODLAND WAY
DUNWOODY, GA 30338



STAMP

OWNER

PROJECT

NO.	DATE	ISSUE DESCRIPTION
1	10/01/2019	RESPONSE TO COMMENTS
2	10/22/2019	RESPONSE TO COMMENTS

ISSUE SCHEDULE

SHEET NAME:

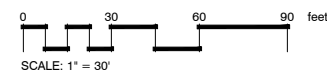
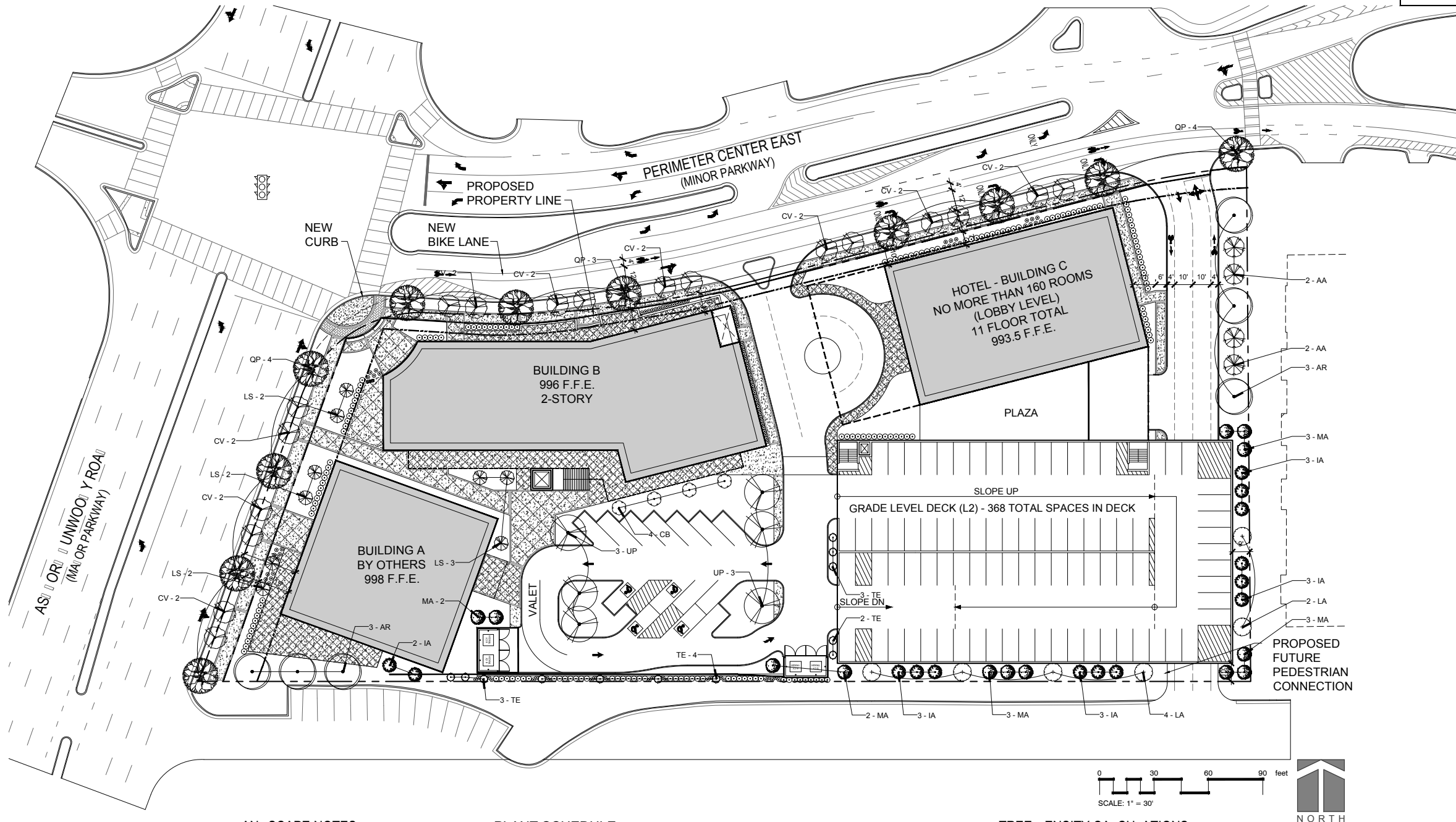
SHEET NO:

TREE RECOMPENSE
PLAN

Packet page...

84 PERIMETER CENTER WEST
DUNWOODY, GEORGIA 30338

PROJECT NUMBER:	1901201
DATE:	09/03/2019



LANDSCAPE NOTES

PARKING LOT LANDSCAPING 1. ALL PARKING LOT LANDSCAPING SHALL BE A MINIMUM PERVIOUS AREA OF 10% WITH A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 2. LANDSCAPING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 3. LANDSCAPING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 4. LANDSCAPING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 5. LANDSCAPING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 6. LANDSCAPING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 7. LANDSCAPING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 8. LANDSCAPING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 9. LANDSCAPING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 10. LANDSCAPING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'.	LANDSCAPING SCREENING 1. SCREENING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 2. SCREENING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 3. SCREENING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 4. SCREENING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 5. SCREENING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 6. SCREENING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 7. SCREENING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 8. SCREENING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 9. SCREENING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 10. SCREENING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'.	LANDSCAPING PLANTING 1. PLANTING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 2. PLANTING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 3. PLANTING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 4. PLANTING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 5. PLANTING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 6. PLANTING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 7. PLANTING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 8. PLANTING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 9. PLANTING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'. 10. PLANTING SHALL BE A MINIMUM OF 10' X 10' SPACES. SPACES WITHIN 10' OF A DRIVEWAY SHALL BE A MINIMUM OF 10' X 10'.
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PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CAL.	SIZE	CONT	QTY
AR	Acer rubrum / Red Maple	4" Cal.		B&B	6
AA	Amelanchier arborea 'Autumn Brilliance' / Downy Serviceberry	4" Cal.		B&B	4
CB	Carpinus betulus 'Fastigiata' / Pyramidal European Hornbeam	4" Cal.		B&B	4
CV	Chionanthus virginicus / White Fringetree	4" Cal.		B&B	18
IA	Ilex opaca / American Holly	-	8' Min Height	B&B	14
LS	Liquidambar styraciflua 'Slender Silhouette' / Columnar Sweet Gum	4" Cal.		B&B	9
LA	Liriodendron tulipifera 'Arnold' / Arnold Tulip Poplar	4" Cal.		B&B	6
MA	Magnolia grandiflora 'Alta' / Alta Magnolia	-	10' Min Height	B&B	13
QP	Quercus phellos / Willow Oak	4" Cal.		B&B	11
TE	Thuja occidentalis 'Emerald' / Emerald Arborvitae	-	8' Min Height	B&B	12
UP	Ulmus americana 'Princeton' / American Elm	4" Cal.		B&B	6

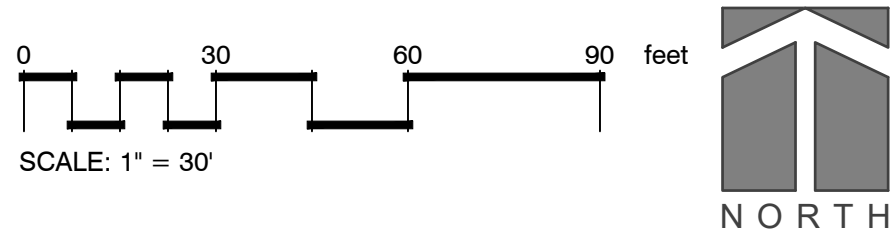
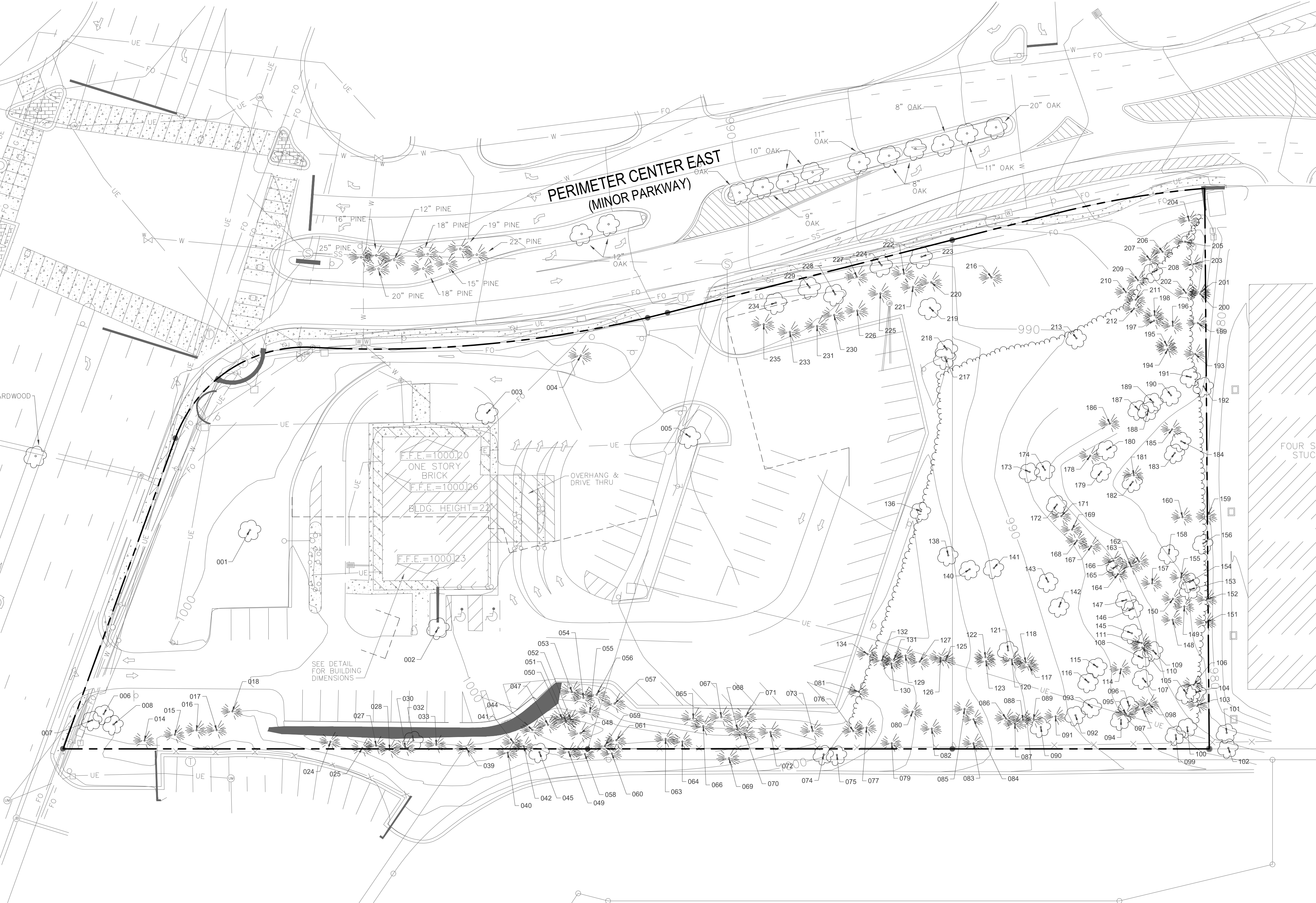
TREE DENSITY CALCULATIONS

TREE REPLACEMENT CALCULATIONS					
TREE	SIZE	QUANTITY	DENSITY FACTOR	REPLACEMENT VALUE	
RED MAPLE	4" CAL.	6	0.7	4.2	
SERVICEBERRY	4" CAL.	4	0.7	2.8	
COLUMNAR HORNBEAM	4" CAL.	4	0.7	2.8	
FRINGETREE	4" CAL.	18	0.7	12.6	
AMERICAN HOLLY	8" HT MIN.	14	0.5	7	
SWEETGUM	4" CAL.	9	0.7	6.3	
ARNOLD TULIP POPLAR	4" CAL.	6	0.7	4.2	
ALTA MAGNOLIA	10" HT MIN.	13	0.6	7.8	
WILLOW OAK	4" CAL.	11	0.7	7.7	
EMERALD ARBORVITAE	6" HT MIN.	12	0.4	4.8	
AMERICAN ELM	4" CAL.	6	0.7	4.2	
				64.4	
				TOTAL REPLACEMENT DENSITY FACTOR	
SPECIMEN TREE REPLACEMENT					
TREE NO.	SPECIES	DBH	DENSITY FACTOR	SPECIMEN MULTIPLIER	REPLACEMENT VALUE
001	PIN OAK	42	9.6	X 1.5	14.4
002	GRAPE MYRTLE	14	1.1	X 1.5	1.65
005	POPLAR	33	5.9	X 1.5	8.85
136	TULIP POPLAR	31	5.2	X 1.5	7.8
187	ELM	25	3.4	X 1.5	5.1
191	SOURWOOD	6	0.3	X 1.5	0.45
217	POPLAR	39	4.9	X 1.5	7.35
218	POPLAR	25	3.4	X 1.5	5.1
					50.7
					TOTAL REPLACEMENT DENSITY FACTOR

TDF	TREE DENSITY FACTOR
RTF	REMAINING TREE FACTOR
RRD	REQUIRED REPLACEMENT DENSITY
TREE DENSITY FACTOR (TDF)	
ACREAGE	X 20 UNITS/ACRE
2.87	X 20 UNITS/ACRE
57.4	DENSITY UNITS REQUIRED
DENSITY UNITS PROVIDED	
REQUIRED REPLACEMENT DENSITY	
TREE DENSITY FACTOR	REMAINING TREE FACTOR
57.4	0
57.4	TOTAL DENSITY UNITS REQUIRED
REPLACEMENT DENSITY CALCULATIONS	
57.4	REQUIRED REPLACEMENT DENSITY
50.7	SPECIMEN REPLACEMENT DENSITY
108.1	TOTAL REPLACEMENT DENSITY REQUIRED
64.4	PROVIDED REPLACEMENT DENSITY
43.7	REPLACEMENT DENSITY BALANCE



TREE No.	SIZE IN INCHES	SPECIES	NOTES	TREE No.	SIZE IN INCHES	SPECIES	NOTES
001	42	PIN OAK	SPECIMEN (1381)	136	31	TULIP POPLAR	SPECIMEN (1385)
002	14	CRAPE MYRTLE	SPECIMEN (1382)	138	7	MULBERRY	
003	24	4 TRUNK HOLLY	SPECIMEN (1382) POOR	140	6	CHERRY	
004	21	PINE		141	8	CHERRY	
005	33	POPLAR	SPECIMEN (1384)	142	12	TULIP POPLAR	
006	20	PEAR		143	8	TULIP POPLAR	
007	8	OAK		145	6	MULBERRY	
008	6	OAK		146	10	CHERRY	
014	18	PINE		147	11	SWEETGUM	
015	9	PINE		148	21	PINE	
016	21	PINE		149	10	PINE	
017	15	PINE		150	10	PINE	
018	15	PINE		151	12	PINE	
024	17	PINE		152	12	PINE	
025	15	PINE		153	10	SWEETGUM	
027	11	PINE		154	10	CHERRY	
028	9	PINE		155	20	PINE	
030	8	PINE		156	6	BLACKGUM	
032	6	PINE		157	22	PINE	
033	17	PINE		158	6	MAGNOLIA	
039	16	PINE		159	19	PINE	
040	9	PINE	OUTSIDE PL	160	17	PINE	
041	21	PINE		162	18	PINE	
042	12	PINE	HALF DEAD	163	14	PINE	
044	14	PINE		164	18	PINE	
045	6	CHERRY	OUTSIDE PL	165	8	SWEETGUM	
047	14	PINE		166	10	PINE	
048	11	PINE		167	14	PINE	
049	10	PINE	OUTSIDE PL	168	19	PINE	
050	10	PINE		169	21	PINE	
051	6	PINE		171	9	PINE	
052	12	PINE		172	10	WATER OAK	
053	8	PINE		173	10	PINE	
054	10	PINE	MISSING LIMBS	174	6	MULBERRY	
055	8	PINE		178	26	PINE	
056	11	PINE		179	10	ELM	
057	14	PINE		180	9	MAPLE	
058	12	PINE	OUTSIDE PL	181	30	PINE	SPECIMEN (1386) FAIR
059	10	PINE		182	23	OAK	
060	12	PINE	OUTSIDE PL	183	18	SWEETGUM	
061	14	PINE		184	7	SWEETGUM	
063	17	PINE		185	20	PINE	
064	16	PINE		186	14	PINE	
065	10	PINE		187	25	ELM	SPECIMEN (1387)
066	11	PINE		188	5	ELM	
067	7	PINE		189	18	N RED OAK	
068	10	PINE		190	16	ELM	
069	11	PINE	OUTSIDE PL	191	6	SOURWOOD	SPECIMEN (1388)
070	14	PINE		192	14	SWEETGUM	
071	15	PINE		193	6	PINE	
072	16	PINE		194	12	PINE	
073	14	PINE		195	17	PINE	
074	13	CHERRY	OUTSIDE PL	196	12	PINE	
075	10	OAK	OUTSIDE PL	197	8	PINE	
076	18	PINE		198	16	PINE	
077	18	PINE		199	19	PINE	
079	20	TWIN PINE	LEANING	200	10	PINE	
080	14	PINE	MISSING LIMBS	201	16	PINE	
081	14	PINE		202	10	PINE	
082	14	PINE		203	11	PINE	
083	18	PINE		204	25	PINE	
084	10	PINE		205	10	PINE	
085	15	PINE		206	10	PINE	DISEASED
086	15	PINE		207	19	PINE	
087	8	PINE	IVY ALL OVER	208	23	PINE	
088	13	PINE		209	18	PINE	
089	15	PINE		210	18	PINE	
090	20	OAK		211	10	PINE	
091	11	PINE		212	20	PINE	
092	18	SWEETGUM		213	25	PEAR	
093	5	TULIP POPLAR		216	28	PINE	DISEASED
094	6	MAGNOLIA		217	30	POPLAR	SPECIMEN (1389)
095	20	PINE		218	25	POPLAR	SPECIMEN (1390)
096	6	MAGNOLIA		219	20	TULIP POPLAR	
097	14	PINE		220	21	PINE	
098	15	PINE		221	19	PINE	
099	9	MULBERRY		222	5	PINE	
100	13	PINE		223	23	POPLAR	
101	10	SWEETGUM	OUTSIDE PL	224	21	TULIP POPLAR	
102	9	SWEETGUM	OUTSIDE PL	225	6	PINE	
103	20	PINE		226	21	PINE	
104	9	MULBERRY		227	9	PINE	
105	10	SWEETGUM	DISEASED	228	18	POPLAR	
106	20	PINE		229	20	TULIP POPLAR	
107	7	MAGNOLIA		230	9	PINE	
108	6	SWEETGUM		231	12	PINE	
109	8	SWEETGUM		233	20	PINE	
110	15	PINE		234	20	TULIP POPLAR	
111	18	PINE		235	20	PINE	
114	19	PINE					
115	13	SWEETGUM					
116	7	SWEETGUM					
117	18	PINE					
118	14	PINE					
120	16	PINE					
121	8	CHERRY					
122	22	PINE					
123	14	PINE					
125	12	PINE					
126	6	PINE					
127	18	PINE					
129	14	PINE					
130	21	PINE					
131	10	PINE					
132	25	PINE					
134	15	PINE					

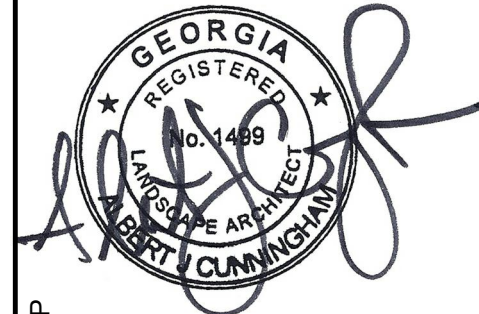


TREE SURVEY NOTE

TREE SURVEY PERFORMED BY OTHERS. SEE SPECIMEN TREE REPORT FOR ADDITIONAL INFORMATION REGARDING CONDITION OF EXISTING SPECIMEN TREES. DEAD TREES ON SITE ARE NOT SHOWN ON PLAN OR IN TREE INVENTORY LIST.



AUC
DESIGN
GROUP
770.330.0814
1891 WOODLAND WAY
DUNWOODY, GA 30338



STAMP

OWNER

PERIMETER CENTER EAST
CITY OF DUNWOODY, GA

84 PERIMETER CENTER WEST
DUNWOODY, GEORGIA 30338

PROJECT

ISSUE SCHEDULE	ISSUE DESCRIPTION
NO. DATE:	

SHEET NAME:

TREE
SURVEY

SHEET NO:

PROJECT
NUMBER:
1901201
DATE:
09/03/2019

T1.1



MEMORANDUM

To: Mr. John DiGiovanni

From: Mr. John D. Walker, P.E., PTOE
Mr. Jin Seo, P.E.

Date: September 30, 2019

RE: **84 Perimeter – City of Dunwoody –Traffic Memo**

Kimley-Horn is pleased to provide this memorandum regarding the traffic analyses for the Ashford Dunwoody Road at Perimeter Center East S / Perimeter Mall Driveway intersection in the City of Dunwoody, Georgia.

PROJECT OVERVIEW

The approximate 2.8-acre site is located just south of Perimeter Center East, just north of Ravinia Road, and just east of Ashford Dunwoody Road in the City of Dunwoody, Georgia. The site location map and site aerial are shown on **Figures 1 and 2**.

As currently envisioned, the development will consist of approximately 140 hotel rooms, 30,000 SF of retail space, and 10,000 SF of restaurant space.

Per the City of Dunwoody's request, special emphasis will be placed on the southbound left-turn lane at the intersection of Ashford Dunwoody Road at Perimeter Center East S / Perimeter Mall Driveway. It should be noted that The Park DRI #2691 is anticipated along Perimeter Center East and will be included in the analysis.

The level-of-service analysis and queueing analysis for the southbound left-turn movement at the study intersection was performed for the following scenarios (with and without the DRI in future years):

1. Existing 2019 Conditions
2. Projected 2021 No-Build Conditions (without *84 Perimeter* development)
3. Projected 2021 Build Conditions (with *84 Perimeter* development)

To account for the expected background growth in traffic, the traffic volumes were increased by 1.2% per year (per the ARC Activity-Based Model) for two years.

The traffic volumes associated with the scenarios above are shown in **Figures 1 through 7** and is included in the attachments.

TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, 2017. The trip generation was calculated assuming 160 hotel rooms (Land Use 310), 30,000 SF of retail (Land Use 820), , and 10,000 SF of high-turnover (sit-down) restaurant. **Table 1** summarizes the trip generation for the proposed development under full build-out (year 2021).

Table 1: Project Trip Generation Summary								
Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Hotel	160 rooms	310	690	690	44	31	48	46
Shopping Center	30,000 SF	820	566	566	17	11	55	59
High-Turnover (Sit-Down) Restaurant	10,000 SF	932	561	561	54	45	61	37
<i>Mixed-Use Reduction</i>			-540	-540	-7	-7	-42	-42
<i>Alternative Mode Reduction</i>			-289	-289	-25	-17	-26	-22
<i>Pass-by Reduction</i>			-235	-235	-0	-0	-23	-23
Total New Trips			753	753	83	63	73	55

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook*, Third Edition, 2014, for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook*, Second Edition, 2004, for daily volumes. Total internal capture and vehicle trip reduction between the land uses is expected to be 29.7% daily, 6.9% for the AM peak hour, and 27.5% for the PM peak hour as a result of the anticipated interaction between the hotel and restaurant land uses within the proposed development.

Due to the proximity of the *84 Perimeter* development to a local transit station (Dunwoody MARTA Station), a mix of alternative mode reduction in trips was assumed for the future development. A reduction of 35% was assumed for hotel trips, 10% was assumed for retail trips, and 15% was assumed for restaurant trips.

Pass-by reductions were determined according to the *ITE Trip Generation Handbook*, Third Edition, 2014. Per ITE guidance, the pass-by trip reduction rate for the proposed retail land use is 34% for the PM peak hour and for the proposed restaurant land use is 43% for the PM peak hour. It should be noted that pass-by trips are not new trips to the roadway network, rather, they are vehicles already travelling along the existing roadway network that stop to visit the retail and restaurant land uses. No pass-by reductions were taken for the AM peak hour as pass-by trips are minimal in the morning for retail and restaurant land uses.

LEVEL-OF-SERVICE ANALYSIS

The results of the LOS analyses for the Existing 2019 conditions are summarized in **Table 2**.

Table 2: Level-of-Service Summary (Existing) LOS (Delay, in seconds)			
Intersection	Approach / Movement	Existing 2019	
		AM Peak	PM Peak
Ashford Dunwoody Road at Perimeter Center East S / Perimeter Mall Driveway	SB Left	C (32.8)	D (47.5)

As shown in **Table 2**, the southbound left-turn movement currently operates at LOS C during the AM peak hour and LOS D during the PM peak hour. Assuming a growth rate of 1.2% for 2 years, the results for the Projected 2021 conditions are summarized in **Table 3**.

Table 3: Level-of-Service Summary (Projected 2021) LOS (Delay, in seconds)					
Intersection	Approach / Movement	Projected 2021 No-Build		Projected 2021 Build	
		AM Peak	PM Peak	AM Peak	PM Peak
Ashford Dunwoody Road at Perimeter Center East S / Perimeter Mall Driveway	Without The Park DRI #2691				
	SB Left	C (33.5)	D (48.2)	D (35.2)	D (49.3)
	With The Park DRI #2691				
	SB Left	D (46.5)	E (61.4)	D (48.5)	E (61.7)

As shown in **Table 3**, the southbound left-turn movement is projected to operate at LOS D or better during the AM and PM peak hours without accounting for The Park DRI #2691 traffic under the Projected 2021 No-Build and Projected 2021 Build conditions. With The Park DRI #2691 project trips included, the movement is projected to operate at LOS D during the AM peak hour and LOS E during the PM peak hour under the Projected 2021 No-Build and Projected 2021 Build conditions.

QUEUEING ANALYSIS

The 95th percentile queueing for the southbound left was analyzed using *Synchro 10.0* and the methodologies contained in the *Highway Capacity Manual 6th Edition*. The results are summarized in **Table 4**.

Table 4: Queue Summary 95 th Percentile Queue Length, in feet					
Intersection	Approach / Movement	Projected 2021 No-Build		Projected 2021 Build	
		AM Peak	PM Peak	AM Peak	PM Peak
Ashford Dunwoody Road at Perimeter Center East S / Perimeter Mall Driveway	Without The Park DRI #2691				
	SB Left	135'	195'	175'	255'
	With The Park DRI #2691				
	SB Left	190'	240'	230'	305'

*Note: 180' of storage is provided under existing conditions.

Per **Table 4**, the southbound left-turn queue length is projected to be 195' during the PM peak hour under the Projected 2021 No-Build conditions. It should be noted that the existing southbound left-turn lane storage is approximately 180'. So, it may need to be lengthened 15' to accommodate the anticipated background traffic growth.

Under the Projected 2021 Build conditions (with the *84 Perimeter* traffic), the southbound left-turn queue length is projected to increase approximately 60' more than the Projected 2021 No-Build conditions (difference between the projected 255' and 195' queue lengths in Build and No-Build conditions, respectively).

SUMMARY

Based on the analysis of the southbound left-turn movement during the PM peak hour at the intersection of Ashford Dunwoody Road at Perimeter Center East S, the existing southbound left-turn lane storage may need to be lengthened 15' (from 180' to 195') to accommodate background traffic growth. The impact of the *84 Perimeter* development to the southbound left-turn queue length is projected to be an additional 60' compared to the Projected 2021 No-Build conditions. With that in mind, considerations should be made for to extend/lengthen the southbound left-turn lane storage by 60' based on the development's projected impact to the southbound left-turn lane queue length.

We hope this information is helpful. If you have any questions concerning this letter or need additional information, please do not hesitate to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



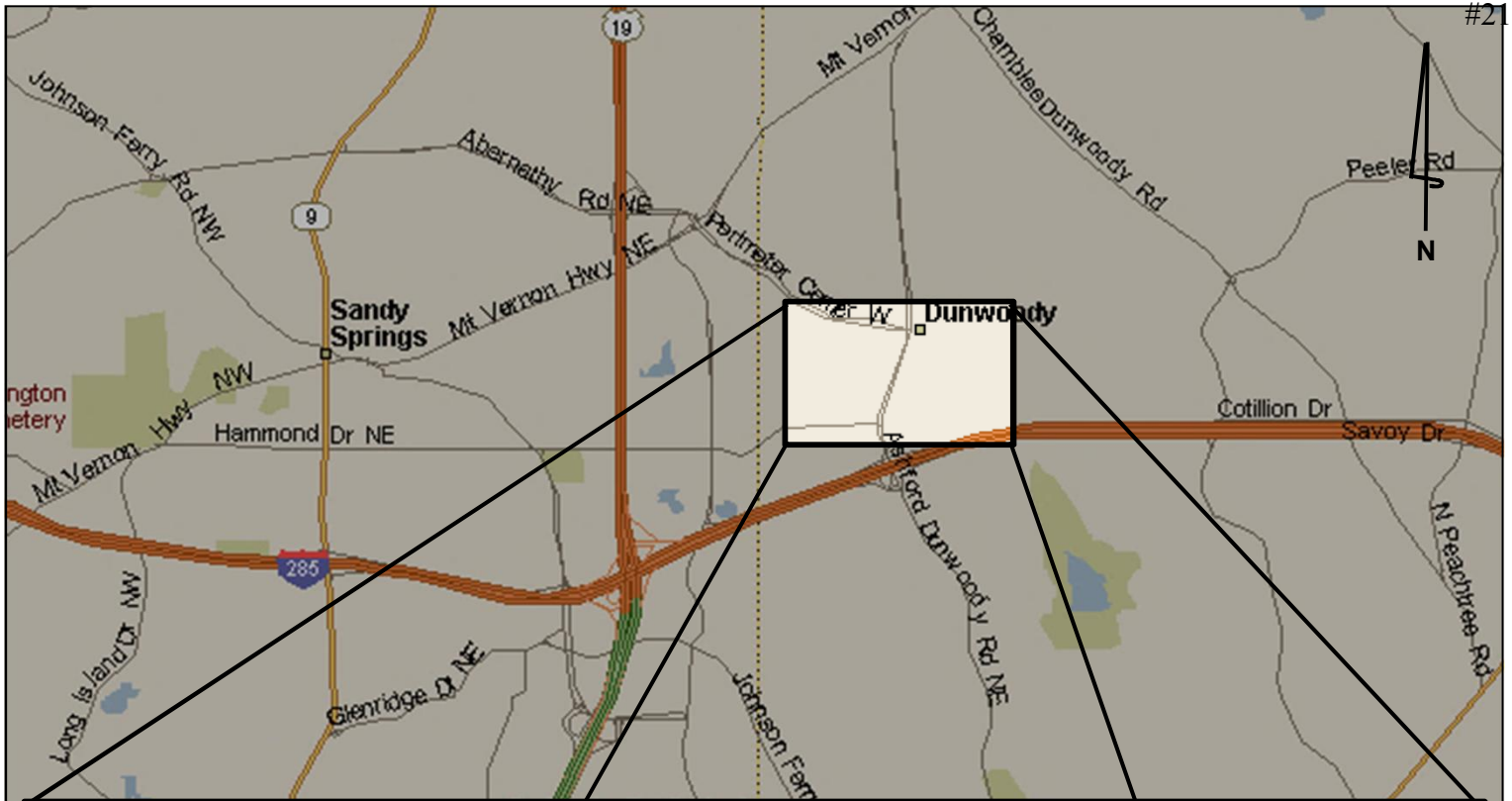
John D. Walker, P.E., PTOE
Senior Vice President/Senior Associate



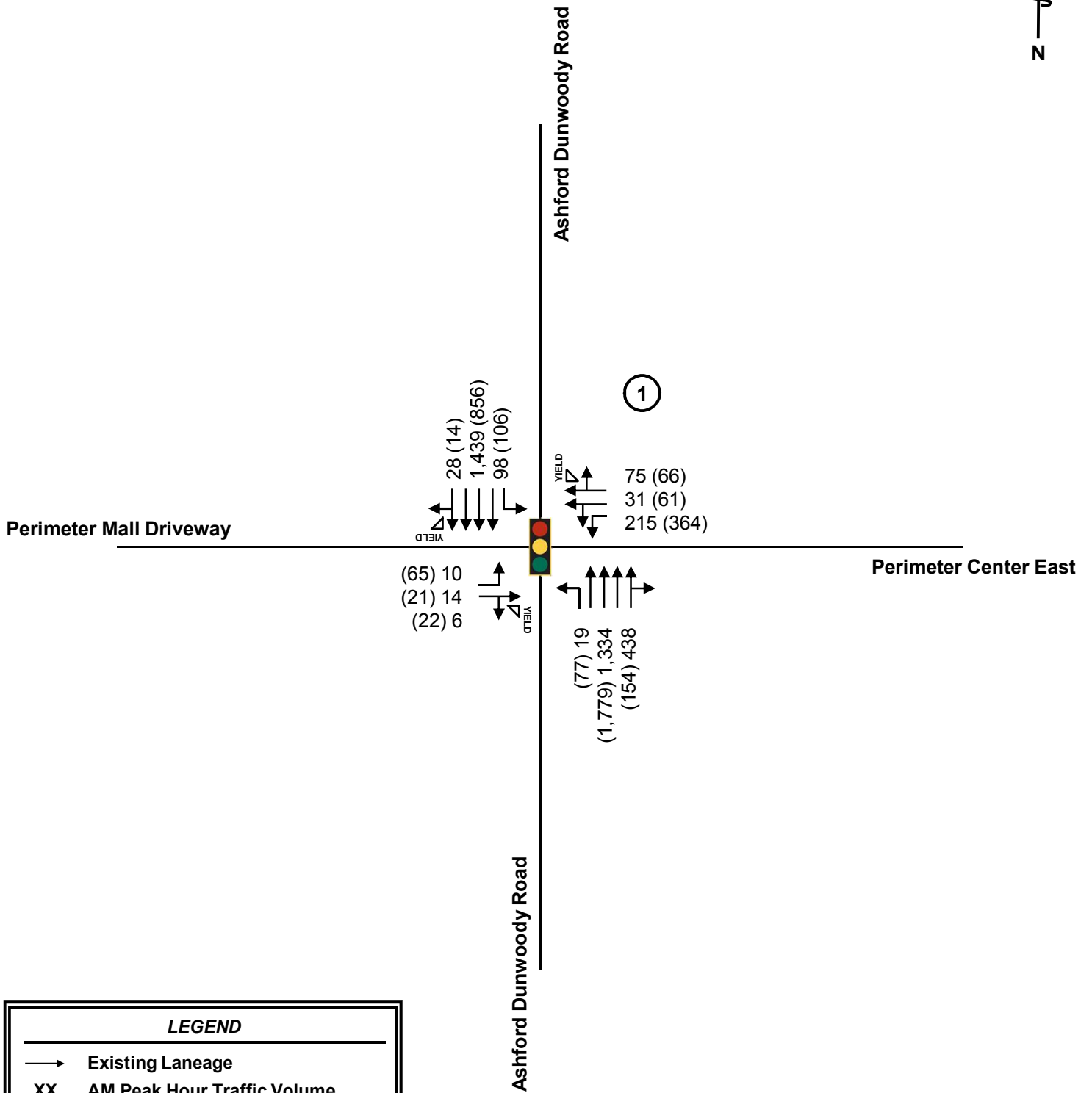
Jin Seo, P.E.
Project Engineer

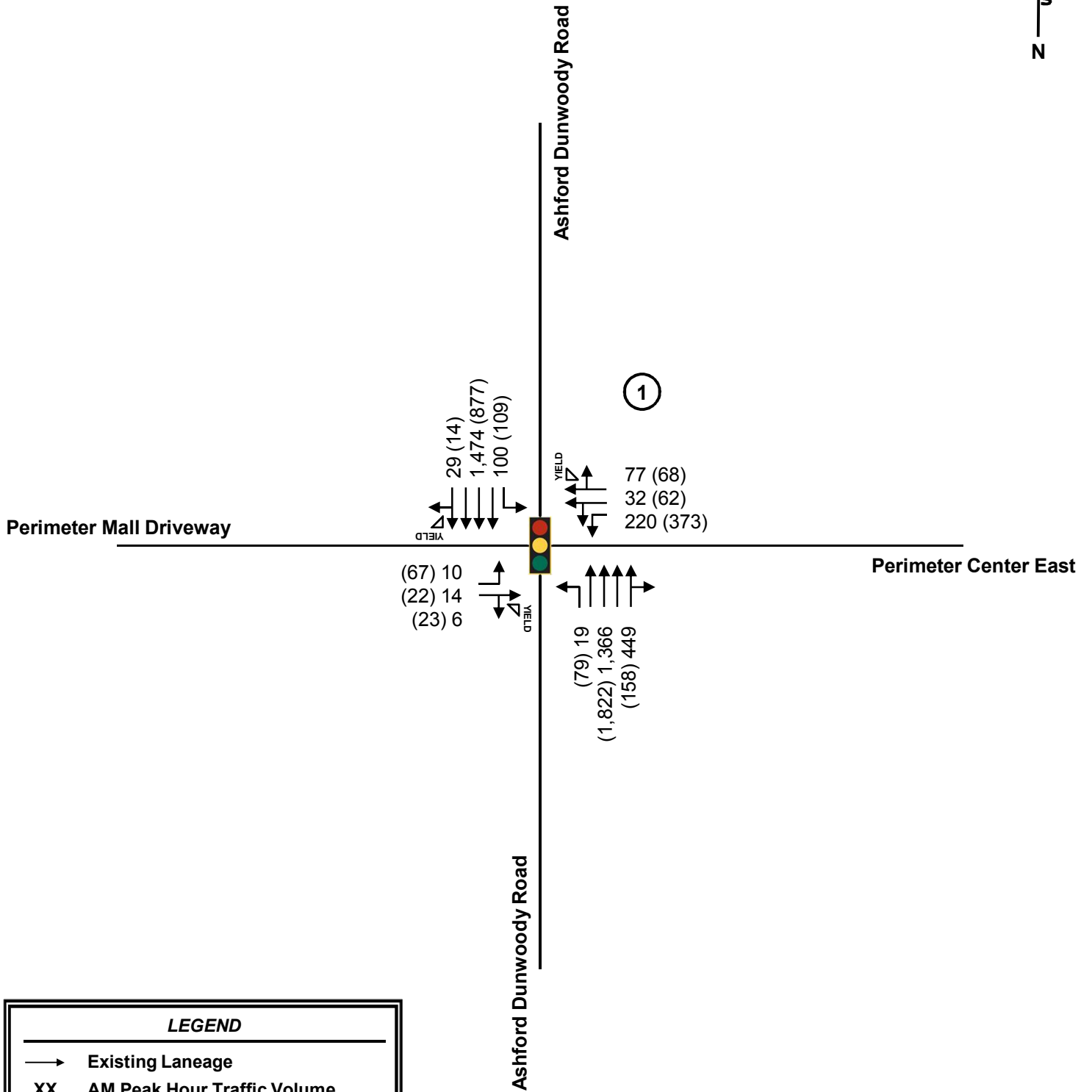
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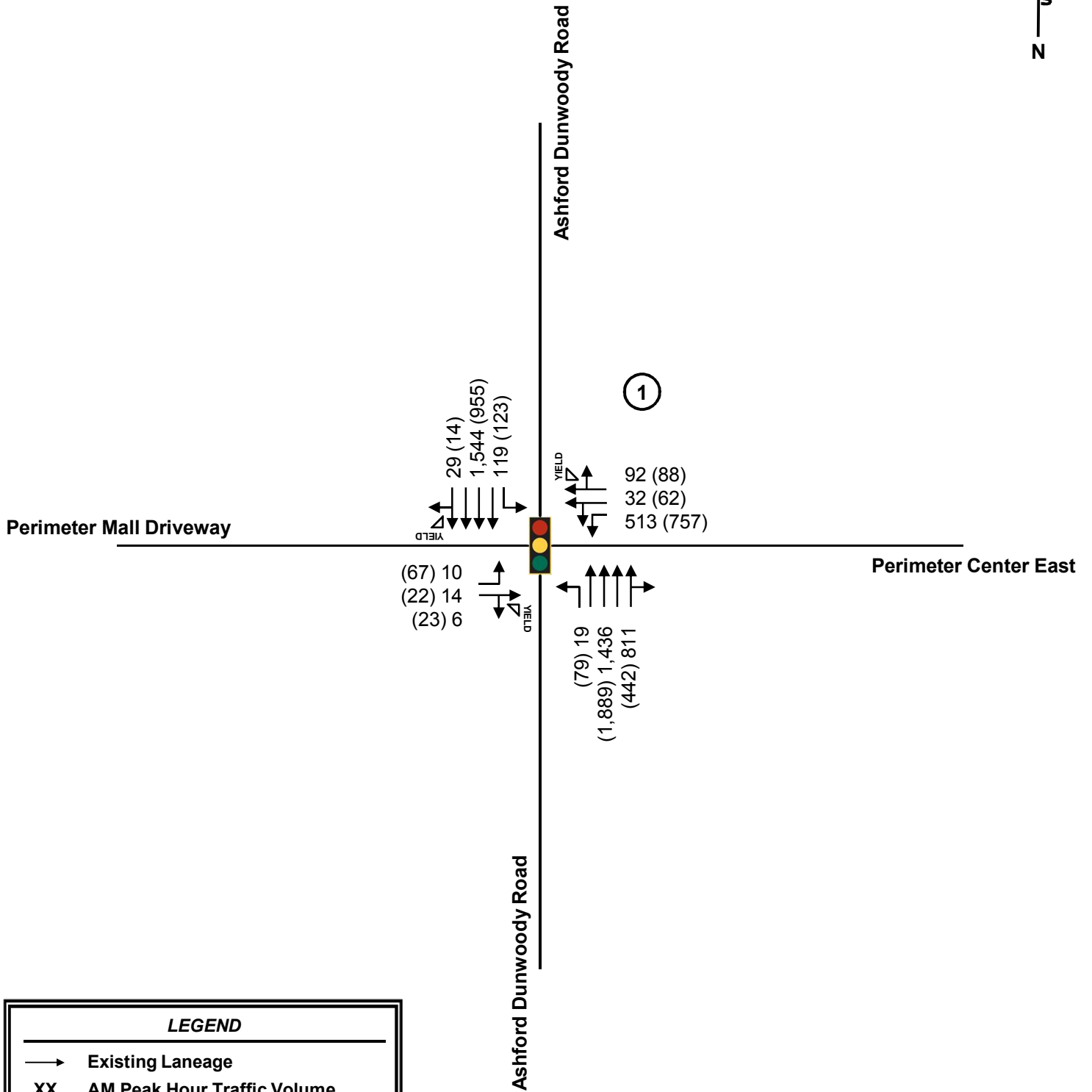
- Figures 1-7
- Synchro Reports

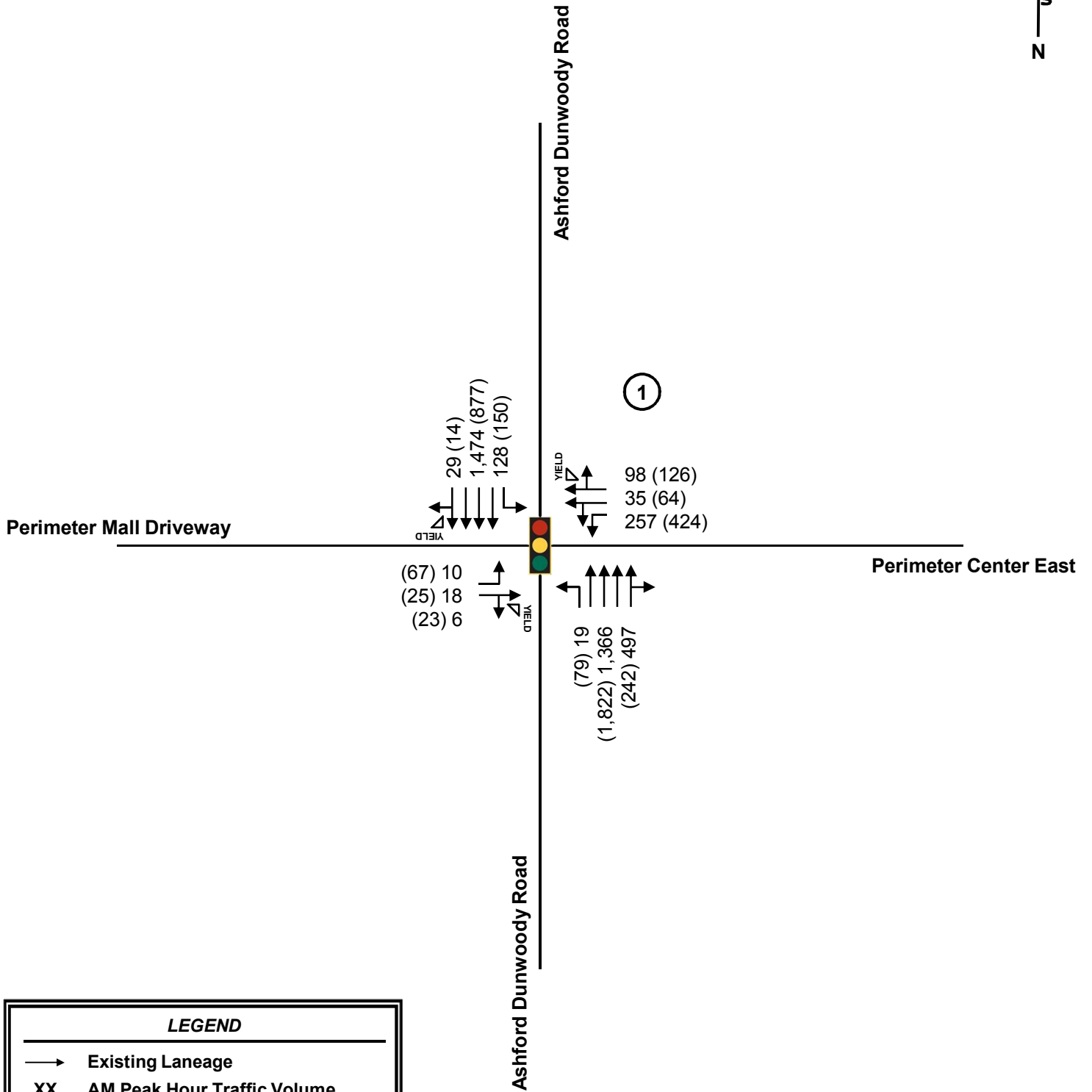


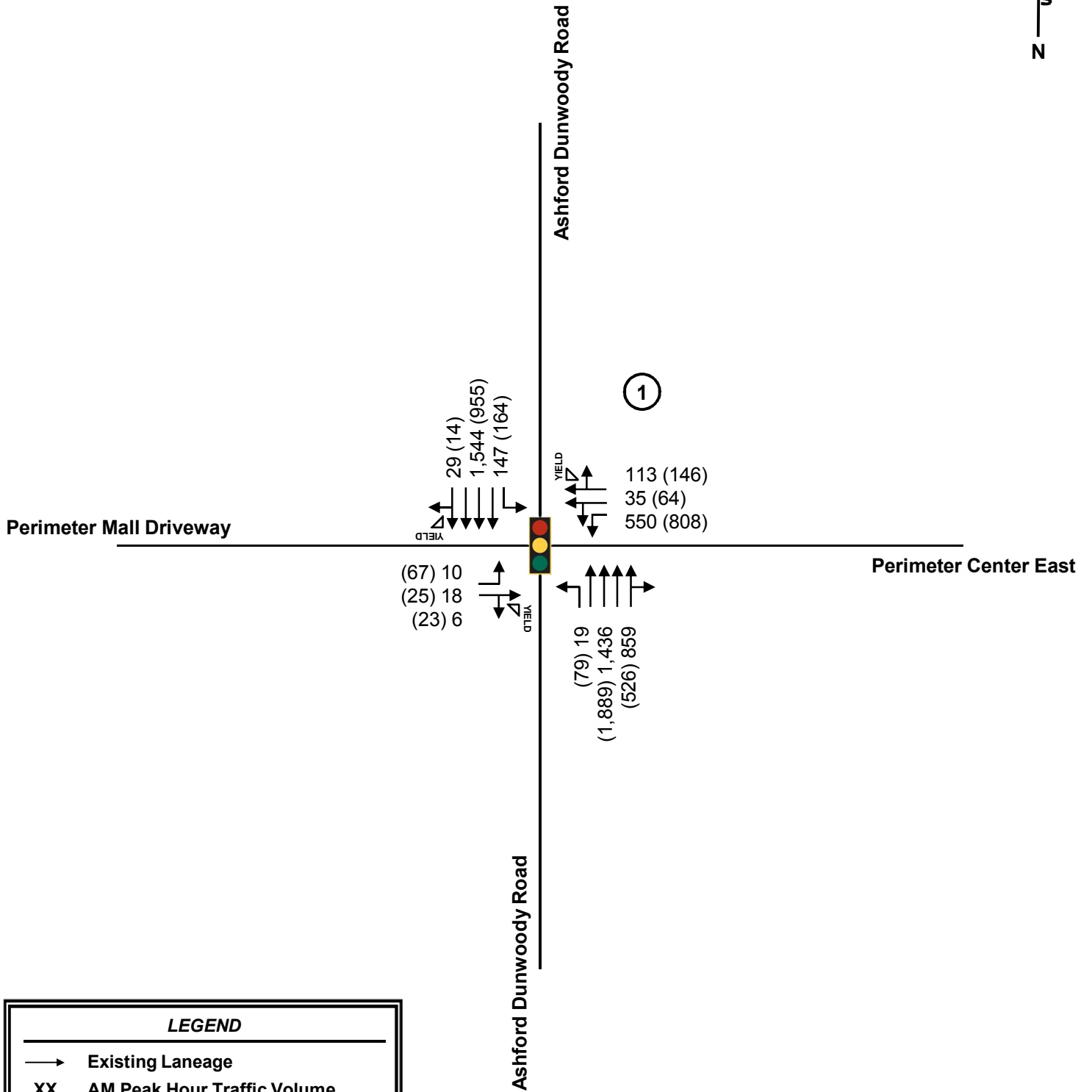












HCM 6th Signalized Intersection Summary

1: Ashford Dunwoody Rd & Perimeter Mall/Perimeter Center East

Synchro 10 Report

09/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	14	6	215	31	75	19	1334	438	98	1439	28
Future Volume (veh/h)	10	14	6	215	31	75	19	1334	438	98	1439	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1604	1159	1159	1826	1618	1618	1737	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	11	15	0	229	33	0	20	1419	466	104	1531	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	50	50	5	19	19	11	2	2	3	2	2
Cap, veh/h	51	39		274	127		49	1610	529	704	4517	
Arrive On Green	0.03	0.03	0.00	0.08	0.08	0.00	0.03	0.33	0.33	0.40	0.70	0.00
Sat Flow, veh/h	1527	1159	0	3478	1618	0	1654	4826	1585	1767	6696	0
Grp Volume(v), veh/h	11	15	0	229	33	0	20	1419	466	104	1531	0
Grp Sat Flow(s),veh/h/ln	1527	1159	0	1739	1618	0	1654	1609	1585	1767	1609	0
Q Serve(g_s), s	1.2	2.2	0.0	11.0	3.3	0.0	2.0	47.2	47.2	6.4	15.8	0.0
Cycle Q Clear(g_c), s	1.2	2.2	0.0	11.0	3.3	0.0	2.0	47.2	47.2	6.4	15.8	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	51	39		274	127		49	1609	529	704	4517	
V/C Ratio(X)	0.22	0.39		0.84	0.26		0.41	0.88	0.88	0.15	0.34	
Avail Cap(c_a), veh/h	324	246		757	352		132	1609	529	704	4517	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	80.0	80.5	0.0	77.2	73.6	0.0	81.1	53.5	53.5	32.7	9.9	0.0
Incr Delay (d2), s/veh	0.8	2.4	0.0	2.6	0.4	0.0	5.5	7.3	18.8	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	1.2	0.0	8.8	2.5	0.0	1.7	27.3	28.9	5.0	9.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.8	82.8	0.0	79.8	74.0	0.0	86.5	60.8	72.2	32.8	10.1	0.0
LnGrp LOS	F	F		E	E		F	E	E	C	B	
Approach Vol, veh/h	26			A			1905			1635		
Approach Delay, s/veh	82.0			79.1			63.9			11.5		
Approach LOS	F			E			E			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	74.1	63.0		20.4	11.4	125.7		12.6				
Change Period (Y+Rc), s	6.3	* 6.3		7.0	6.4	6.3		6.9				
Max Green Setting (Gmax), s	13.7	* 57		37.0	13.6	56.7		36.1				
Max Q Clear Time (g_c+I1), s	8.4	49.2		13.0	4.0	17.8		4.2				
Green Ext Time (p_c), s	0.1	7.0		0.4	0.0	25.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay 42.7

HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Ashford Dunwoody Rd & Perimeter Mall/Perimeter Center East

Synchro 10 Report

09/24/2019

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	65	21	22	364	61	66	77	1779	154	106	856	14	
Future Volume (veh/h)	65	21	22	364	61	66	77	1779	154	106	856	14	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1411	1411	1870	1707	1707	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	74	24	0	414	69	0	88	2022	175	120	973	0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Percent Heavy Veh, %	2	33	33	2	13	13	2	2	2	2	2	2	
Cap, veh/h	94	74		460	221		107	2251	195	534	3922		
Arrive On Green	0.05	0.05	0.00	0.13	0.13	0.00	0.06	0.37	0.37	0.30	0.61	0.00	
Sat Flow, veh/h	1781	1411	0	3563	1707	0	1781	6076	525	1781	6696	0	
Grp Volume(v), veh/h	74	24	0	414	69	0	88	1606	591	120	973	0	
Grp Sat Flow(s),veh/h/ln	1781	1411	0	1781	1707	0	1781	1609	1776	1781	1609	0	
Q Serve(g_s), s	7.4	3.0	0.0	20.6	6.6	0.0	8.8	56.5	56.6	9.1	12.5	0.0	
Cycle Q Clear(g_c), s	7.4	3.0	0.0	20.6	6.6	0.0	8.8	56.5	56.6	9.1	12.5	0.0	
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.30	1.00		0.00	
Lane Grp Cap(c), veh/h	94	74		460	221		107	1788	658	534	3922		
V/C Ratio(X)	0.79	0.32		0.90	0.31		0.82	0.90	0.90	0.22	0.25		
Avail Cap(c_a), veh/h	356	282		732	351		135	1788	658	534	3922		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	84.2	82.1	0.0	77.2	71.1	0.0	83.6	53.4	53.5	47.3	16.2	0.0	
Incr Delay (d2), s/veh	5.4	0.9	0.0	6.2	0.3	0.0	26.5	7.6	17.5	0.2	0.2	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	6.5	2.0	0.0	15.1	5.3	0.0	8.4	31.8	36.8	7.4	8.2	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	89.6	83.1	0.0	83.4	71.4	0.0	110.1	61.0	71.0	47.5	16.3	0.0	
LnGrp LOS	F	F		F	E		F	E	E	D	B		
Approach Vol, veh/h	98			A	483			A	2285			1093	A
Approach Delay, s/veh	88.0				81.7				65.5			19.7	
Approach LOS	F				F				E			B	
Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	60.2	73.0		16.5	17.2	116.0		30.3					
Change Period (Y+Rc), s	6.3	* 6.3		7.0	6.4	6.3		7.0					
Max Green Setting (Gmax), s	13.7	* 67		36.0	13.6	66.7		37.0					
Max Q Clear Time (g_c+I1), s	11.1	58.6		9.4	10.8	14.5		22.6					
Green Ext Time (p_c), s	0.1	7.8		0.1	0.0	16.6		0.6					

Intersection Summary

HCM 6th Ctrl Delay 55.4

HCM 6th LOS E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Ashford Dunwoody Rd & Perimeter Mall/Perimeter Center East

Synchro 10 Report

09/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	14	6	220	32	77	19	1366	449	100	1474	29
Future Volume (veh/h)	10	14	6	220	32	77	19	1366	449	100	1474	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1604	1159	1159	1826	1618	1618	1737	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	11	15	0	234	34	0	20	1453	478	106	1568	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	50	50	5	19	19	11	2	2	3	2	2
Cap, veh/h	51	39		279	130		49	1632	536	693	4508	
Arrive On Green	0.03	0.03	0.00	0.08	0.08	0.00	0.03	0.34	0.34	0.39	0.70	0.00
Sat Flow, veh/h	1527	1159	0	3478	1618	0	1654	4826	1585	1767	6696	0
Grp Volume(v), veh/h	11	15	0	234	34	0	20	1453	478	106	1568	0
Grp Sat Flow(s),veh/h/ln	1527	1159	0	1739	1618	0	1654	1609	1585	1767	1609	0
Q Serve(g_s), s	1.2	2.2	0.0	11.3	3.4	0.0	2.0	48.5	48.6	6.6	16.4	0.0
Cycle Q Clear(g_c), s	1.2	2.2	0.0	11.3	3.4	0.0	2.0	48.5	48.6	6.6	16.4	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	51	39		279	130		49	1632	536	693	4508	
V/C Ratio(X)	0.22	0.39		0.84	0.26		0.41	0.89	0.89	0.15	0.35	
Avail Cap(c_a), veh/h	315	239		736	343		65	1632	536	693	4508	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	80.0	80.5	0.0	77.1	73.5	0.0	81.1	53.3	53.3	33.4	10.1	0.0
Incr Delay (d2), s/veh	0.8	2.4	0.0	2.6	0.4	0.0	5.5	7.7	19.7	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	1.2	0.0	8.9	2.6	0.0	1.7	27.9	29.7	5.2	9.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.8	82.8	0.0	79.7	73.8	0.0	86.5	61.0	73.0	33.5	10.3	0.0
LnGrp LOS	F	F		E	E		F	E	E	C	B	
Approach Vol, veh/h	26			A			268			A		
Approach Delay, s/veh	82.0						78.9			64.2		
Approach LOS	F			E			E			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	73.0	63.8		20.6	11.4	125.4		12.6				
Change Period (Y+Rc), s	6.3	* 6.3		7.0	6.4	6.3		6.9				
Max Green Setting (Gmax), s	14.9	* 58		36.0	6.7	65.6		35.1				
Max Q Clear Time (g_c+I1), s	8.6	50.6		13.3	4.0	18.4		4.2				
Green Ext Time (p_c), s	0.1	6.5		0.4	0.0	30.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay 42.9

HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Ashford Dunwoody Rd & Perimeter Mall/Perimeter Center East

Synchro 10 Report

09/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	22	23	373	62	68	79	1822	158	109	877	14
Future Volume (veh/h)	67	22	23	373	62	68	79	1822	158	109	877	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1411	1411	1870	1707	1707	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	25	0	424	70	0	90	2070	180	124	997	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	33	33	2	13	13	2	2	2	2	2	2
Cap, veh/h	96	76		470	225		109	2251	196	527	3889	
Arrive On Green	0.05	0.05	0.00	0.13	0.13	0.00	0.06	0.37	0.37	0.30	0.60	0.00
Sat Flow, veh/h	1781	1411	0	3563	1707	0	1781	6073	528	1781	6696	0
Grp Volume(v), veh/h	76	25	0	424	70	0	90	1644	606	124	997	0
Grp Sat Flow(s),veh/h/ln	1781	1411	0	1781	1707	0	1781	1609	1775	1781	1609	0
Q Serve(g_s), s	7.6	3.1	0.0	21.1	6.7	0.0	9.0	58.6	58.7	9.5	13.1	0.0
Cycle Q Clear(g_c), s	7.6	3.1	0.0	21.1	6.7	0.0	9.0	58.6	58.7	9.5	13.1	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.30	1.00		0.00
Lane Grp Cap(c), veh/h	96	76		470	225		109	1788	658	527	3889	
V/C Ratio(X)	0.79	0.33		0.90	0.31		0.82	0.92	0.92	0.24	0.26	
Avail Cap(c_a), veh/h	356	282		732	351		135	1788	658	527	3889	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	84.1	82.0	0.0	77.0	70.7	0.0	83.5	54.1	54.1	48.0	16.7	0.0
Incr Delay (d2), s/veh	5.4	0.9	0.0	6.8	0.3	0.0	27.6	9.2	20.3	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	2.1	0.0	15.4	5.4	0.0	8.6	33.1	38.5	7.7	8.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.5	82.9	0.0	83.8	71.0	0.0	111.1	63.3	74.4	48.2	16.8	0.0
LnGrp LOS	F	F		F	E		F	E	E	D	B	
Approach Vol, veh/h	101		A	494		A	2340			1121		A
Approach Delay, s/veh	87.9			82.0			68.0			20.3		
Approach LOS	F			F			E			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	59.5	73.0		16.7	17.4	115.1		30.8				
Change Period (Y+Rc), s	6.3	* 6.3		7.0	6.4	6.3		7.0				
Max Green Setting (Gmax), s	13.7	* 67		36.0	13.6	66.7		37.0				
Max Q Clear Time (g_c+I1), s	11.5	60.7		9.6	11.0	15.1		23.1				
Green Ext Time (p_c), s	0.1	5.8		0.1	0.0	17.1		0.7				

Intersection Summary

HCM 6th Ctrl Delay 57.0

HCM 6th LOS E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Ashford Dunwoody Rd & Perimeter Mall/Perimeter Center East

Synchro 10 Report

09/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	14	6	513	32	92	19	1436	811	119	1544	29
Future Volume (veh/h)	10	14	6	513	32	92	19	1436	811	119	1544	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1604	1159	1159	1826	1618	1618	1737	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	11	15	0	546	34	0	20	1528	863	127	1643	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	50	50	5	19	19	11	2	2	3	2	2
Cap, veh/h	51	39		591	275		49	1697	558	511	3930	
Arrive On Green	0.03	0.03	0.00	0.17	0.17	0.00	0.03	0.35	0.35	0.29	0.61	0.00
Sat Flow, veh/h	1527	1159	0	3478	1618	0	1654	4826	1585	1767	6696	0
Grp Volume(v), veh/h	11	15	0	546	34	0	20	1528	863	127	1643	0
Grp Sat Flow(s),veh/h/ln	1527	1159	0	1739	1618	0	1654	1609	1585	1767	1609	0
Q Serve(g_s), s	1.2	2.2	0.0	26.3	3.0	0.0	2.0	51.1	59.8	9.4	22.7	0.0
Cycle Q Clear(g_c), s	1.2	2.2	0.0	26.3	3.0	0.0	2.0	51.1	59.8	9.4	22.7	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	51	39		591	275		49	1697	558	511	3930	
V/C Ratio(X)	0.22	0.39		0.92	0.12		0.41	0.90	1.55	0.25	0.42	
Avail Cap(c_a), veh/h	314	239		736	343		64	1697	558	511	3930	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	80.0	80.5	0.0	69.5	59.8	0.0	81.1	52.3	55.1	46.3	17.3	0.0
Incr Delay (d2), s/veh	0.8	2.4	0.0	13.8	0.1	0.0	5.5	8.1	255.3	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	1.2	0.0	18.8	2.3	0.0	1.7	29.2	96.1	7.5	13.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.8	82.8	0.0	83.2	59.9	0.0	86.5	60.4	310.4	46.5	17.6	0.0
LnGrp LOS	F	F		F	E		F	E	F	D	B	
Approach Vol, veh/h	26			A			580			A		
Approach Delay, s/veh	82.0						81.9			150.1		
Approach LOS	F						F			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	55.4	66.1		35.9	11.4	110.1		12.6				
Change Period (Y+Rc), s	6.3	* 6.3		7.0	6.4	6.3		6.9				
Max Green Setting (Gmax), s	12.7	* 60		36.0	6.6	65.8		35.0				
Max Q Clear Time (g_c+I1), s	11.4	61.8		28.3	4.0	24.7		4.2				
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	28.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay 93.2

HCM 6th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Ashford Dunwoody Rd & Perimeter Mall/Perimeter Center East

Synchro 10 Report

09/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	22	23	757	62	88	79	1889	442	123	955	14
Future Volume (veh/h)	67	22	23	757	62	88	79	1889	442	123	955	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1411	1411	1870	1707	1707	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	25	0	860	70	0	90	2147	502	140	1085	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	33	33	2	13	13	2	2	2	2	2	2
Cap, veh/h	96	76		831	398		110	1863	429	376	3236	
Arrive On Green	0.05	0.05	0.00	0.23	0.23	0.00	0.06	0.35	0.35	0.21	0.50	0.00
Sat Flow, veh/h	1781	1411	0	3563	1707	0	1781	5264	1214	1781	6696	0
Grp Volume(v), veh/h	76	25	0	860	70	0	90	1966	683	140	1085	0
Grp Sat Flow(s),veh/h/ln	1781	1411	0	1781	1707	0	1781	1609	1652	1781	1609	0
Q Serve(g_s), s	7.6	3.1	0.0	42.0	5.9	0.0	9.0	63.7	63.7	12.1	18.1	0.0
Cycle Q Clear(g_c), s	7.6	3.1	0.0	42.0	5.9	0.0	9.0	63.7	63.7	12.1	18.1	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.73	1.00		0.00
Lane Grp Cap(c), veh/h	96	76		831	398		110	1708	585	376	3236	
V/C Ratio(X)	0.79	0.33		1.03	0.18		0.82	1.15	1.17	0.37	0.34	
Avail Cap(c_a), veh/h	356	282		831	398		170	1708	585	376	3236	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	84.1	82.0	0.0	69.0	55.2	0.0	83.5	58.1	58.2	60.8	26.8	0.0
Incr Delay (d2), s/veh	5.4	0.9	0.0	40.5	0.1	0.0	16.4	75.2	93.3	0.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	2.1	0.0	32.6	4.7	0.0	8.2	52.1	57.6	9.4	11.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.5	82.9	0.0	109.5	55.2	0.0	99.9	133.4	151.5	61.4	27.0	0.0
LnGrp LOS	F	F		F	E		F	F	F	E	C	
Approach Vol, veh/h	101			A			930			A		
Approach Delay, s/veh	87.9			105.4			136.8			31.0		
Approach LOS	F			F			F			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	44.3	70.0		16.7	17.5	96.8		49.0				
Change Period (Y+Rc), s	6.3	* 6.3		7.0	6.4	6.3		7.0				
Max Green Setting (Gmax), s	11.7	* 64		36.0	17.2	58.1		42.0				
Max Q Clear Time (g_c+I1), s	14.1	65.7		9.6	11.0	20.1		44.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.1	17.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay 104.0

HCM 6th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Ashford Dunwoody Rd & Perimeter Mall/Perimeter Center East

Synchro 10 Report

09/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	18	6	257	35	98	19	1366	497	128	1474	29
Future Volume (veh/h)	10	18	6	257	35	98	19	1366	497	128	1474	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1604	1159	1159	1826	1618	1618	1737	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	11	19	0	273	37	0	20	1453	529	136	1568	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	50	50	5	19	19	11	2	2	3	2	2
Cap, veh/h	54	41		319	148		49	1609	529	677	4419	
Arrive On Green	0.04	0.04	0.00	0.09	0.09	0.00	0.03	0.33	0.33	0.38	0.69	0.00
Sat Flow, veh/h	1527	1159	0	3478	1618	0	1654	4826	1585	1767	6696	0
Grp Volume(v), veh/h	11	19	0	273	37	0	20	1453	529	136	1568	0
Grp Sat Flow(s),veh/h/ln	1527	1159	0	1739	1618	0	1654	1609	1585	1767	1609	0
Q Serve(g_s), s	1.2	2.7	0.0	13.2	3.6	0.0	2.0	48.8	56.7	8.7	17.2	0.0
Cycle Q Clear(g_c), s	1.2	2.7	0.0	13.2	3.6	0.0	2.0	48.8	56.7	8.7	17.2	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	54	41		319	148		49	1609	529	677	4419	
V/C Ratio(X)	0.20	0.46		0.86	0.25		0.41	0.90	1.00	0.20	0.35	
Avail Cap(c_a), veh/h	315	239		736	343		64	1609	529	677	4419	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	79.6	80.4	0.0	76.1	71.8	0.0	81.1	54.0	56.7	35.0	11.0	0.0
Incr Delay (d2), s/veh	0.7	2.9	0.0	2.6	0.3	0.0	5.5	8.7	39.3	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	1.6	0.0	10.1	2.8	0.0	1.7	28.3	36.8	6.9	10.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.3	83.3	0.0	78.7	72.1	0.0	86.5	62.7	96.0	35.2	11.2	0.0
LnGrp LOS	F	F		E	E		F	E	F	D	B	
Approach Vol, veh/h	30			310			2002			1704		
Approach Delay, s/veh	82.2			77.9			71.7			13.2		
Approach LOS	F			E			E			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	71.5	63.0		22.6	11.4	123.1		13.0				
Change Period (Y+Rc), s	6.3	* 6.3		7.0	6.4	6.3		6.9				
Max Green Setting (Gmax), s	15.7	* 57		36.0	6.6	65.7		35.1				
Max Q Clear Time (g_c+I1), s	10.7	58.7		15.2	4.0	19.2		4.7				
Green Ext Time (p_c), s	0.1	0.0		0.4	0.0	29.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay 47.6

HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Ashford Dunwoody Rd & Perimeter Mall/Perimeter Center East

Synchro 10 Report

09/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	25	23	424	64	126	79	1822	242	150	877	14
Future Volume (veh/h)	67	25	23	424	64	126	79	1822	242	150	877	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1411	1411	1870	1707	1707	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	28	0	482	73	0	90	2070	275	170	997	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	33	33	2	13	13	2	2	2	2	2	2
Cap, veh/h	96	76		528	253		110	2036	270	532	3783	
Arrive On Green	0.05	0.05	0.00	0.15	0.15	0.00	0.06	0.35	0.35	0.30	0.59	0.00
Sat Flow, veh/h	1781	1411	0	3563	1707	0	1781	5790	767	1781	6696	0
Grp Volume(v), veh/h	76	28	0	482	73	0	90	1724	621	170	997	0
Grp Sat Flow(s),veh/h/ln	1781	1411	0	1781	1707	0	1781	1609	1732	1781	1609	0
Q Serve(g_s), s	7.6	3.4	0.0	24.0	6.8	0.0	9.0	63.3	63.3	13.3	13.6	0.0
Cycle Q Clear(g_c), s	7.6	3.4	0.0	24.0	6.8	0.0	9.0	63.3	63.3	13.3	13.6	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.44	1.00		0.00
Lane Grp Cap(c), veh/h	96	76		528	253		110	1697	609	532	3783	
V/C Ratio(X)	0.79	0.37		0.91	0.29		0.82	1.02	1.02	0.32	0.26	
Avail Cap(c_a), veh/h	356	282		713	341		170	1697	609	532	3783	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	84.1	82.2	0.0	75.5	68.2	0.0	83.5	58.4	58.4	49.0	18.1	0.0
Incr Delay (d2), s/veh	5.4	1.1	0.0	11.3	0.2	0.0	16.4	25.9	41.4	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	2.3	0.0	17.5	5.5	0.0	8.2	38.8	44.5	10.0	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.5	83.3	0.0	86.8	68.5	0.0	99.9	84.3	99.7	49.3	18.2	0.0
LnGrp LOS	F	F		F	E		F	F	F	D	B	
Approach Vol, veh/h	104			A			555			A		
Approach Delay, s/veh	87.8						84.4			88.8		
Approach LOS	F						F			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	60.0	69.6		16.7	17.5	112.1		33.7				
Change Period (Y+Rc), s	6.3	* 6.3		7.0	6.4	6.3		7.0				
Max Green Setting (Gmax), s	18.1	* 63		36.0	17.2	64.1		36.0				
Max Q Clear Time (g_c+I1), s	15.3	65.3		9.6	11.0	15.6		26.0				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.1	16.8		0.7				

Intersection Summary

HCM 6th Ctrl Delay 70.1

HCM 6th LOS E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Ashford Dunwoody Rd & Perimeter Mall/Perimeter Center East

Synchro 10 Report

09/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	18	6	550	35	113	19	1436	859	147	1544	29
Future Volume (veh/h)	10	18	6	550	35	113	19	1436	859	147	1544	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1604	1159	1159	1826	1618	1618	1737	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	11	19	0	585	37	0	20	1528	914	156	1643	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	20	50	50	5	19	19	11	2	2	3	2	2
Cap, veh/h	54	41		629	293		49	1669	548	498	3845	
Arrive On Green	0.04	0.04	0.00	0.18	0.18	0.00	0.03	0.35	0.35	0.28	0.60	0.00
Sat Flow, veh/h	1527	1159	0	3478	1618	0	1654	4826	1585	1767	6696	0
Grp Volume(v), veh/h	11	19	0	585	37	0	20	1528	914	156	1643	0
Grp Sat Flow(s),veh/h/ln	1527	1159	0	1739	1618	0	1654	1609	1585	1767	1609	0
Q Serve(g_s), s	1.2	2.7	0.0	28.2	3.3	0.0	2.0	51.5	58.8	11.8	23.5	0.0
Cycle Q Clear(g_c), s	1.2	2.7	0.0	28.2	3.3	0.0	2.0	51.5	58.8	11.8	23.5	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	54	41		629	293		49	1669	548	498	3845	
V/C Ratio(X)	0.20	0.46		0.93	0.13		0.41	0.92	1.67	0.31	0.43	
Avail Cap(c_a), veh/h	314	239		736	343		64	1669	548	498	3845	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	79.6	80.4	0.0	68.6	58.4	0.0	81.1	53.2	55.6	48.1	18.5	0.0
Incr Delay (d2), s/veh	0.7	2.9	0.0	15.7	0.1	0.0	5.5	9.4	308.2	0.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	1.6	0.0	20.1	2.5	0.0	1.7	29.7	108.3	9.1	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.3	83.3	0.0	84.3	58.4	0.0	86.5	62.6	363.8	48.5	18.8	0.0
LnGrp LOS	F	F		F	E		F	E	F	D	B	
Approach Vol, veh/h	30			622			2462			1799		
Approach Delay, s/veh	82.2			82.8			174.6			21.4		
Approach LOS	F			F			F			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	54.2	65.1		37.7	11.4	107.9		13.0				
Change Period (Y+Rc), s	6.3	* 6.3		7.0	6.4	6.3		6.9				
Max Green Setting (Gmax), s	13.7	* 59		36.0	6.6	65.8		35.0				
Max Q Clear Time (g_c+I1), s	13.8	60.8		30.2	4.0	25.5		4.7				
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	28.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay 106.3

HCM 6th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Ashford Dunwoody Rd & Perimeter Mall/Perimeter Center East

Synchro 10 Report

09/24/2019

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	67	25	23	808	64	146	79	1889	526	164	955	14	
Future Volume (veh/h)	67	25	23	808	64	146	79	1889	526	164	955	14	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1411	1411	1870	1707	1707	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	76	28	0	918	73	0	90	2147	598	186	1085	0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Percent Heavy Veh, %	2	33	33	2	13	13	2	2	2	2	2	2	
Cap, veh/h	96	76		851	408		110	1708	466	396	3200		
Arrive On Green	0.05	0.05	0.00	0.24	0.24	0.00	0.06	0.34	0.34	0.22	0.50	0.00	
Sat Flow, veh/h	1781	1411	0	3563	1707	0	1781	5066	1381	1781	6696	0	
Grp Volume(v), veh/h	76	28	0	918	73	0	90	2043	702	186	1085	0	
Grp Sat Flow(s),veh/h/ln	1781	1411	0	1781	1707	0	1781	1609	1622	1781	1609	0	
Q Serve(g_s), s	7.6	3.4	0.0	43.0	6.1	0.0	9.0	60.7	60.7	16.3	18.4	0.0	
Cycle Q Clear(g_c), s	7.6	3.4	0.0	43.0	6.1	0.0	9.0	60.7	60.7	16.3	18.4	0.0	
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.85	1.00		0.00	
Lane Grp Cap(c), veh/h	96	76		851	408		110	1627	547	396	3200		
V/C Ratio(X)	0.79	0.37		1.08	0.18		0.82	1.26	1.28	0.47	0.34		
Avail Cap(c_a), veh/h	356	282		851	408		170	1627	547	396	3200		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	84.1	82.2	0.0	68.5	54.5	0.0	83.5	59.7	59.7	60.8	27.4	0.0	
Incr Delay (d2), s/veh	5.4	1.1	0.0	54.3	0.1	0.0	16.4	120.1	141.3	0.9	0.3	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	6.6	2.3	0.0	36.0	4.8	0.0	8.2	61.2	66.6	12.0	11.6	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	89.5	83.3	0.0	122.8	54.5	0.0	99.9	179.7	200.9	61.7	27.6	0.0	
LnGrp LOS	F	F		F	D		F	F	F	E	C		
Approach Vol, veh/h	104			A	991			A	2835			1271	A
Approach Delay, s/veh	87.8				117.8				182.5			32.6	
Approach LOS	F				F				F			C	
Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	46.3	67.0		16.7	17.5	95.8		50.0					
Change Period (Y+Rc), s	6.3	* 6.3		7.0	6.4	6.3		7.0					
Max Green Setting (Gmax), s	13.7	* 61		36.0	17.2	57.1		43.0					
Max Q Clear Time (g_c+I1), s	18.3	62.7		9.6	11.0	20.4		45.0					
Green Ext Time (p_c), s	0.0	0.0		0.1	0.1	16.8		0.0					

Intersection Summary

HCM 6th Ctrl Delay 131.6

HCM 6th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

COMM. BoyerITEM NO. 113 7.22.08

CLERK'S OFFICE

Current as of 07/10/08

CONDITIONS OF APPROVAL**Z-08-14825**

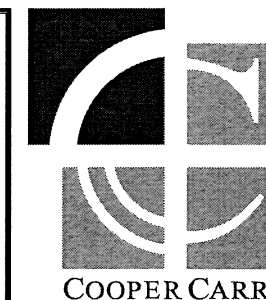
1. The Property shall be developed substantially in accordance with the Marriott Site Plan dated June 4, 2008 as revised June 16, 2008 and prepared by Cooper Carry attached as Exhibit 1.
2. The development shall consist of no more than a twelve (12) story hotel/fitness club/restaurant and no more than 510 parking spaces of which no more than 67 will be valet-parked. The hotel shall consist of no more than 232 rooms and include approximately a 7,050 square foot full service restaurant with bar area and approximately 5,369 gross square feet of meeting space. The fitness club shall consist of approximately 70,000 gross square feet and include an accessory child care center for members.
3. Developer's plan does and will accommodate future access to Ravinia Parkway. However, the end of the drive where it would connect to Ravinia need not be constructed until Ravinia consents to the connection.
4. Developer will eliminate the existing curb cut on Ashford-Dunwoody Road. The Developer may have a full turning movement at its main entrance drive.
5. Neon, gas, flashing, animated, sound emitting, or rotating signs are prohibited. The developer shall follow the 2007 Perimeter CID Public Standards for "Boulevards" for all signs in the public right of way. Signage to be placed on the property shall be in the general locations set forth on the site plan and shall be consistent with the signage package attached as Exhibit 2.
6. Developer will provide sidewalks along its property frontage along Ashford-Dunwoody Road and Perimeter Center East. Sidewalks shall be a minimum of eight (8) feet wide and shall include a five (5) foot planting strip.
7. Outdoor seating shall be allowed in the front of the restaurant use. Sidewalks adjacent to the area of outdoor seating shall provide a minimum of six (6) foot wide clear walkways for pedestrians.
8. The Developer shall follow the 2007 Perimeter CID Public Standards for "Boulevards" for all lighting it installs in the public right of way.
9. In lieu of complying with the DeKalb County Tree Ordinance, Section 14-39 of the Code of DeKalb County, Developer shall comply with the Tree Preservation and Replacement Plan attached as Exhibit 3.

LIT\1041721.2

Current as of 07/10/08

10. All utilities shall be underground. All street lighting shall be installed with an underground feed.
11. Developer shall follow the "Best Practice Management for Erosion Guidelines" and shall be particularly sensitive to erosion control along the property lines.
12. Detention for the development shall meet the minimum requirements of DeKalb County. In addition, Developer shall introduce stormwater recycling for landscaping irrigation.
13. All HVAC equipment located on the roofs of buildings shall be screened from view of pedestrians on public right of way.
14. Signs located at the entrances to the development shall be monument style signs and shall be externally lit.
15. Developer shall allow access to its property by any shuttle system implemented by the PCID. The Developer also shall have the right to operate its own shuttle.
16. Louvers shall be used to screen cars in the parking deck.
17. In the event that Renaissance Hotel Operating Company, its successors or permitted assigns, does not acquire fee simple title to the property from RB 84 PC LLC on or before March 15, 2009, then upon proof provided to the County of the continued ownership of the property by RB 84 PC LLC, the zoning of the property automatically shall revert, or DeKalb County shall take steps necessary to rezone and reissue a SLUP for the Subject Property, subject to the same conditions as applicable thereto on May 28, 2008.

LIT1041721.2



ATLANTA - WASHINGTON - NEW YORK - NEWPORT BEACH

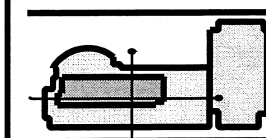
3520 PIEDMONT ROAD, NE
SUITE 200
ATLANTA, GA 30305
404-237-2000
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PERIMETER
RENAISSANCE
CLUB SPORT
HOTEL - FITNESS - SPA

Atlanta, Georgia



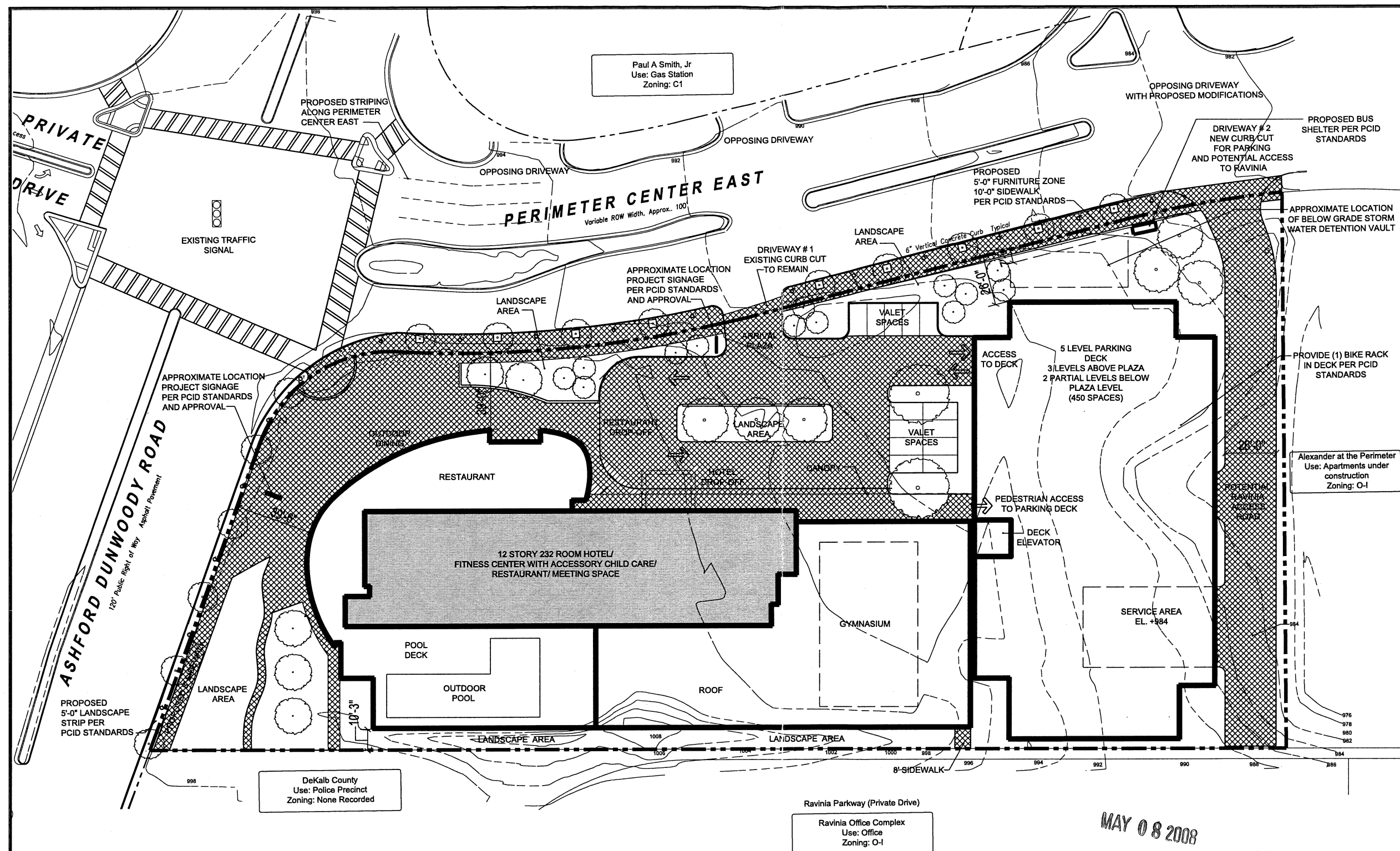
SITE PLAN

NEAL	20080039
Principal-In-Charge	Project No.
DOMINGUEZ	
Project Manager	May 07, 2008

Project Architect

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Packet page:...

Regular



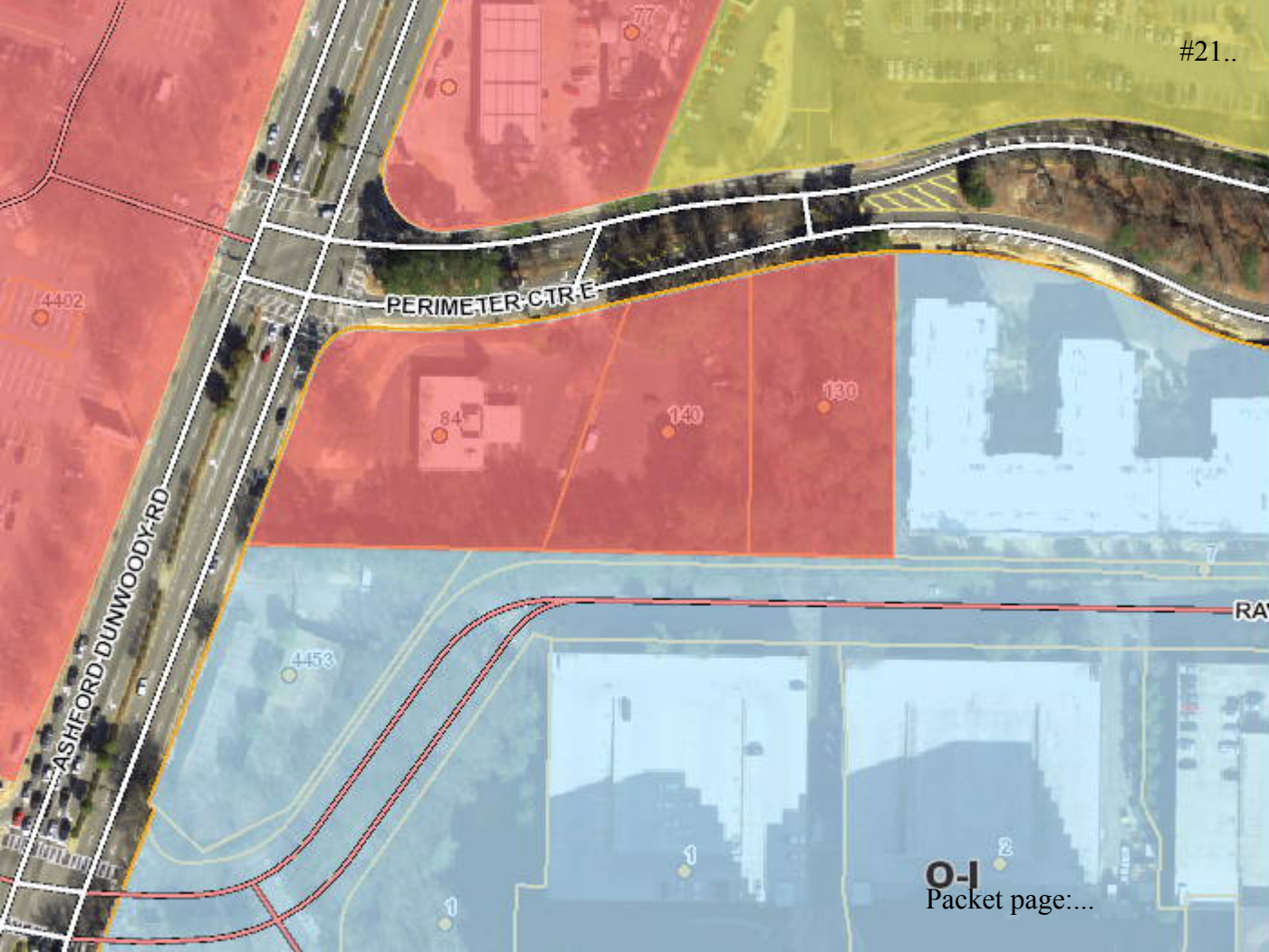
MAY 08 2008

CZ-08-14791

1 SITE PLAN
SCALE: 1:20



PRELIMINARY SITE AREA SITE AREA : 124,819 GSF (2.86 ACRES) PROPOSED BUILDING FOOTPRINT: 65,707 GSF + 37,758 GSF HARDSCAPE SITE COVERAGE: 82.89% (FOOTPRINT/SITE) ZONING: O-I (CONDITIONAL)	REQUIRED PARKING: RESTAURANT (@ 75 SF/SPACE) 80	PROPOSED PARKING: RESTAURANT (TBD after completion of shared parking study)	NOTE: THE PARKING, ANY BUILDING FOOTPRINT, AND DRIVEWAY LOCATIONS AS SHOWN, REFLECT THE CURRENT DEVELOPMENT PLANS FOR THE SITE. THEY MAY, HOWEVER BE MODIFIED TO THE EXTENT THAT THEY DO NOT CONFLICT WITH CONDITIONS OF ZONING
	HOTEL: 232 ROOM (@1.25 SPACES/ UNIT) 290	HOTEL: 232 ROOM (TBD after completion of shared parking study)	
	FITNESS CLUB (@ 5 MEMBERS / SPACE) 600	FITNESS CLUB (TBD after completion of shared parking study)	
	TOTAL: 970	TOTAL:	



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.

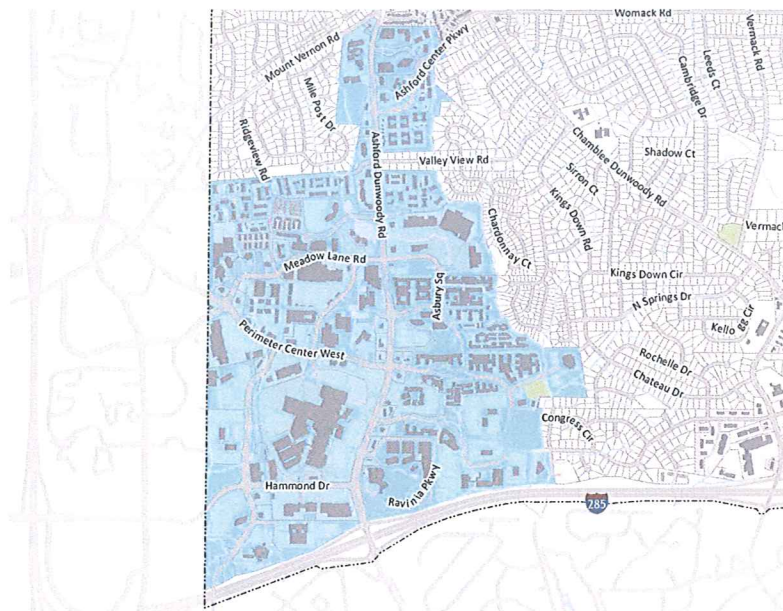


FIGURE 13: Perimeter Center Character Area Map

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.