REGIONAL REVIEW FINDING

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

DATE: Sep 8 2008 **ARC REVIEW CODE**: R808041

TO: CEO Vernon Jones
ATTN TO: Madolyn Spann,
FROM: Charles Krautler, Director

NOTE: This is digital signature.
Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: DeKalb County
Name of Proposal: **Flat Shoals/Clifton Springs Tract**

Review Type: Development of Regional Impact	**Date Opened:** Aug 4 2008	**Date Closed:** Sep 8 2008

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

Additional Comments: According to the Unified Growth Policy Map, the proposed development is located in an area designated as an urban neighborhood. Urban Neighborhoods are defined as distinct areas that are located in an urban area that may have a small commercial component that serves the local area. The proposed development is consistent with many Regional Development Policies including encouraging mixed use development with access to the regional transportation system. The proposed development is located in the Candler-Flat Shoals LCI study area and is consistent with the Candler-Flat Shoals LCI plan.

The LCI plan calls for higher density retail, commercial or mixed use development along Flat Shoals Parkway. The plan calls for the creation of a street grid and inter parcel connectivity within the parcels lining Flat Shoals Parkway as well as an improved and more pleasing vehicular and pedestrian environment on the corridor with the addition of linear buildings to cover parking lots, streetscape, signage and architectural controls. The plan also calls for planned neighborhood development on the project site itself following traditional neighborhood development principles. ARC raised several concerns about the site layout relationships to the LCI plan within the preliminary report site plan, however the site plan has been revised to reflect the principles of the LCI plan.

ARC staff has remains concerned about the proposed full median opening shown at Site Driveway Five and its spacing distance between the access point and the intersection of Flat Shoals Parkway and Clifton Springs. As shown the distance is 800 feet, which is less than the GDOT recommendations. The national best practices for a full median opening on a minor arterial is 1,320 feet with a minimum of 1,000 feet.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS	GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	HENRY COUNTY
DEKALB COUNTY SCHOOLS	METRO ATLANTA RAPID TRANSIT AUTHORITY	

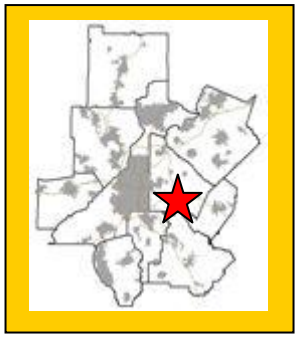
If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

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

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Flat Shoals/Clifton Tract is a mixed use development located on 75 acres in DeKalb County. The proposed development will consist of 700 residential units and 150,000 square feet of commercial space. The proposed development is located along Flat Shoals Parkway, south of I-285.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2013.

GENERAL

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

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

The project site is currently zoned Low Density Residential and Parks, Recreation, Open Space. The site will require rezoning from R-100 to RM-HD and C-1. The DRI trigger for the site is a proposed land use change combined with the proposed mixed-use development exceeding 400,000 square feet. Information submitted for the review states that the proposed development is inconsistent with DeKalb County's Future Development Map, which designates the site as Suburban. An update to the Future Development Map is sought to change this designation to Neighborhood Center, which allows medium-high density residential and low density commercial land uses.

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

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

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

No comments were received identifying inconsistencies with any potentially affected local short-term work program.

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

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

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

The ARC has not reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a mile radius of the proposed project.

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

No

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

According to the Unified Growth Policy Map, the proposed development is located in an area designated as an urban neighborhood. Urban Neighborhoods are defined as distinct areas that are located in an urban area that may have a small commercial component that serves the local area. The proposed development is consistent with many Regional Development Policies including encouraging mixed use development with access to the regional transportation system. The proposed development is located in the Candler-Flat Shoals LCI study area and is consistent with the Candler-Flat Shoals LCI plan.

The LCI plan calls for higher density retail, commercial or mixed use development along Flat Shoals Parkway. The plan calls for the creation of a street grid and inter parcel connectivity within the parcels lining Flat Shoals Parkway as well as an improved and more pleasing vehicular and pedestrian environment on the corridor with the addition of linear buildings to cover parking lots, streetscape, signage and architectural controls. The plan also calls for planned neighborhood development on the project site itself following traditional neighborhood development principles. ARC raised several concerns about the site layout relationships to the LCI plan within the preliminary report site plan, however the site plan has been revised to reflect the principles of the LCI plan.

ARC staff has remains concerned about the proposed full median opening shown at Site Driveway Five and its spacing distance between the access point and the intersection of Flat Shoals Parkway and Clifton Springs. As shown the distance is 800 feet, which is less than the GDOT recommendations. The national best practices for a full median opening on a minor arterial is 1,320 feet with a minimum of 1,000 feet.

FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.

2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.

3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.

4. At strategic regional locations, plan and retail industrial and freight land uses.

5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

6. Promote the reclamation of Brownfield development sites.

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.

8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.

10. Promote sustainable and energy efficient development.

11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.

12. Increase the amount, quality, and connectivity, and accessibility of greenspace.

13. Provide strategies to preserve and enhance historic resources

14. Through regional infrastructure planning, limit growth in undeveloped areas of the region

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.

16. Inform and involve the public in planning at regional, local, and neighborhood levels.

17. Coordinate local policies and regulations to support Regional Policies

18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half mile apart, or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle".
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed development is located in DeKalb County along the west side of Flat Shoals Parkway at the intersection of Clifton Springs Road.

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

The proposed development is entirely within DeKalb County however the project is less than three miles from Henry County.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

None were determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is $150,095,000 with an expected $2,299,455 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

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

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

The proposed development will add a mix of uses to the area, providing opportunities for individuals to live, work, and shop within close proximity.

NATURAL RESOURCES

Watershed Protection and Stream Buffers

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas

Watershed Protection and Stream Buffers

The proposed project abuts the South River and is in the South River watershed. The USGS coverage for the area shows, in addition to the South River, a blue line tributary to the river in the wetlands area on the west side of the project property. No development is proposed along the South River or in the wetlands area shown on the plans. However, the state 25-foot Erosion and Sedimentation Act buffer and the DeKalb 75-foot stream buffer should be shown along the South River and along the blue line tributary where a defined channel allows. Any unmapped streams that may be on the property are also subject to the DeKalb County 75-foot stream buffer ordinance requirements and any state waters on the property are subject to the 25-foot Erosion and Sedimentation Act buffer requirements.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. Given the coverage of the proposed development, commercial was chosen as the overall use for the developed portion of the property. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	42.27	72.28	735.50	4565.16	41551.41	51.99	9.30
Forest/Open	37.26	2.98	22.36	335.34	8756.10	0.00	0.00
TOTAL	79.53	75.26	757.85	4900.50	50307.51	51.99	9.30

Total Impervious = 85%

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

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Access to the development is proposed at five locations: two along Flat Shoals Parkway and three along Clifton Springs Road. Along Flat Shoals Parkway a new median opening is proposed, approximately 820 feet south of the signalized intersection of Clifton Springs Road. In addition, a right-in/right-out driveway is proposed approximately halfway between Clifton Springs Road and the proposed median opening. One right-in/right-out driveway, and two full movement driveways are proposed along Clifton Springs Road. The three driveways are located at approximately 270 feet, 610 feet, and 870 feet from the intersection of Flat Shoals Parkway.

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

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

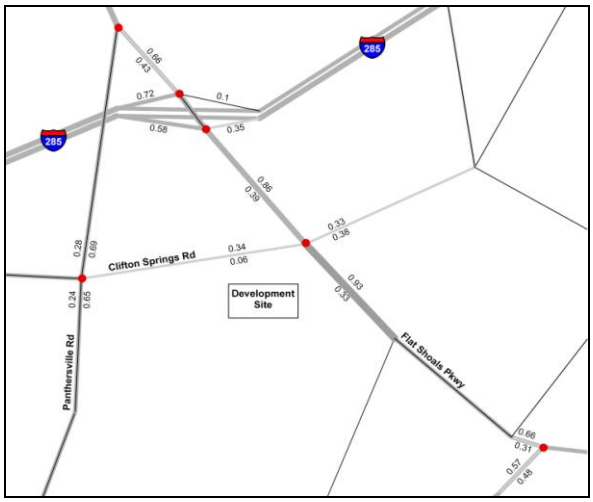
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Residential Garden Flats 681 Units	41	199	240	194	96	290	3,278
Commercial Space 143,400 SF	118	76	194	381	413	794	8,584
Mixed-Use Reductions	*-*	*-*	*0*	*-84*	*-84*	*-168*	*-1,716*
Alternative Mode Reductions	*-7*	*-11*	*-18*	*-20*	*-17*	*-37*	*-406*
Pass-By Reductions	*-*	*-*	*0*	*-120*	*-119*	*-239*	*-2,598*
Total New Trips	**152**	**264**	**416**	**351**	**289**	**640**	**7,142**

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

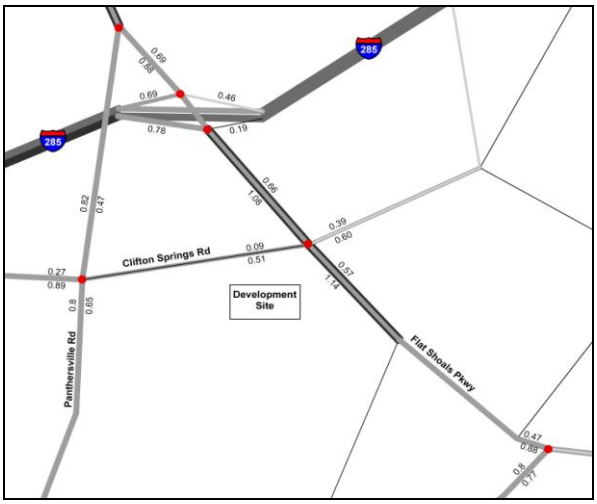
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

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

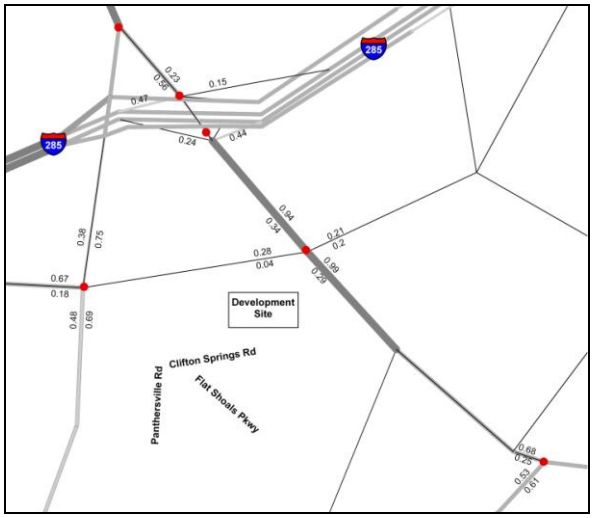
V/C Ratios



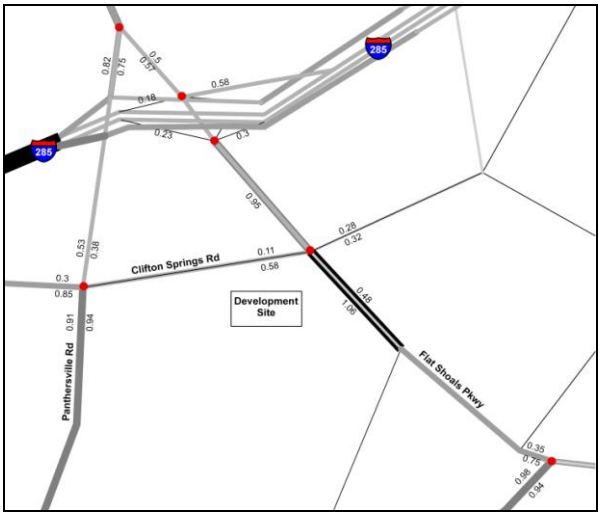
2010 AM Peak



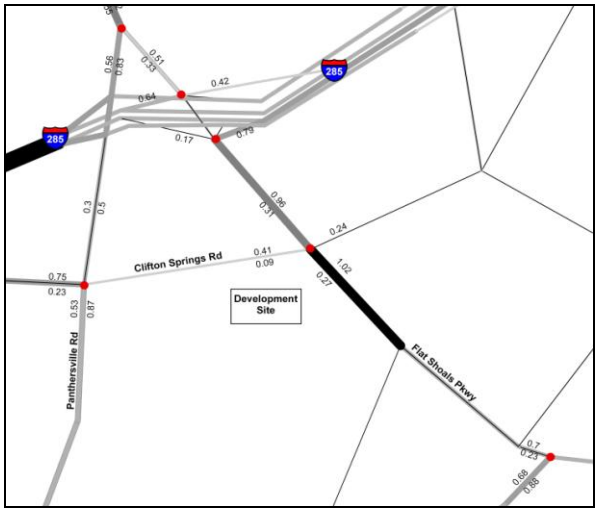
2010 PM Peak



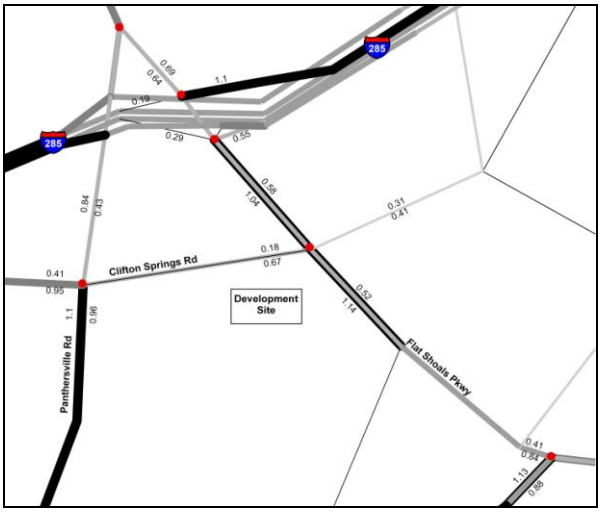
2020 AM Peak



2020 PM Peak



2030 AM Peak



2030 PM Peak

Legend

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

For the V/C ratio graphic, the data is based on 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2008-2013 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
DK-338	Panthersville Road from Clifton Springs Road to SR 155 (Flat Shoals Parkway) *PE and ROW only: CST in Long Range*	General Purpose Roadway Capacity	2020
DK-AR-206	I-285 South at SR 155 (Flat Shoals Parkway) *ROW only: CST in Long Range*	Interchange Capacity	2020

Envision6 RTP (Long Range Projects)*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
DK-339	Columbia Drive from SR 155 (Flat Shoals Parkway) to Rainbow Drive	General Purpose Roadway Capacity	2020

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Flat Shoals/Clifton Tract.

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

Flat Shoals Parkway (SR 155) @ I-285 Eastbound Ramps

- Install an additional eastbound left-turn lane and right-turn lane along the off-ramp.

Flat Shoals Parkway (SR 155) @t Clifton Springs Road/Columbia Drive

- Install an additional westbound left-turn lane (creating dual left-turns) along Columbia Drive and provide protected-only left-turn signal phase (green arrow).

- Install a northbound right-turn lane along Flat Shoals Parkway.

Flat Shoals Parkway (SR 155) @ Waldrop Road
Install a westbound left-turn lane along Waldrop Road.

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

Flat Shoals Parkway (SR 155) @ Clifton Springs Road/Columbia Drive (Intersection #4)
- Install an additional eastbound left-turn lane (creating dual left-turns) along Clifton Springs Road and provide protected-only left-turn signal phase (green arrow).

Clifton Springs Road @ Driveway #1 (Full-movement Unsignalized)
- Install separate northbound left-turn lane and right-turn lane exiting driveway.
- Provide center two-way left turn lane along Clifton Road between Driveway #1 and Flat Shoals Parkway. This improvement would provide a westbound left-turn lane at driveways #1 and #2.

Clifton Springs Road @ Driveway #1 (Full-movement Unsignalized)
- Install separate northbound left-turn lane and right-turn lane exiting driveway.

Clifton Springs Road @ Driveway #3 (Right-in/right-out driveway)
- Install right-in/right-out driveway.

Flat Shoals Parkway (SR 155) @ Driveway #4 (Right-in/right-out driveway)
- Install right-in/right-out driveway.
- Install a southbound right-turn lane along Flat Shoals Parkway.

Flat Shoals Parkway (SR 155) @ Driveway #5 (New Median Opening/Full-movement Unsignalized)
- Install new median opening aligned with existing DeKalb County Public Library driveway.
- Install a northbound left-turn lane along Flat Shoals Parkway.
- Install a southbound left-turn lane along Flat Shoals Parkway.
- Install a southbound right-turn lane along Flat Shoals Parkway.
- Install separate eastbound left-turn lane and shared through/right-turn lane exiting the driveway.

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

MARTA bus routes 114 and 15 serve the area. A MARTA bus stop is located along the site frontage of Clifton Springs Road and bus shelter is located across the street. Route 15 provides north-south mobility along Candler Road and Pathersville Road intersecting with Clifton Springs Road to the east of the development site. Route 15 offers connections to Georgia Perimeter College, South DeKalb Mall, Agnes Scott College and the Decatur Rail Station at approximate 15 minute headways. Route 114 provides east-west mobility along Clifton Springs Road adjacent to the development site and offers

connections to MARTA rail service at the Avondale Station and intersects with a number of other bus routes at 30 minute headways.

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

None proposed.

The development **DOES NOT PASS t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**12%**

While the proposed development does not meet the air quality benchmark, 47% of the site is preserved as open space.

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

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections. Improvements are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

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

Access Management Comments:

- Driveway #3 along Clifton Springs Road
  - Driveway should be outside of the functional area of the intersection of Clifton Springs and Flat Shoals.
    - Functional area of the intersection is the sum of the driver perception/reaction distance, stopping distance, and average queue length
- Driveway #4 along Flat Shoals Parkway
  - National best practice on access management calls for minimum driveways spacing on minor arterials of 330 ft. This driveway is within the minimum distance.

- The driveway should be outside of the functional area of the intersection.

- Driveway #5 along Flat Shoals Parkway
  - National best practice calls for distance between full median openings on minor arterials of 1,320 ft.
  - National best practice for signal spacing is also 1,320 ft with a minimum of 1,000 ft.

ARC recommends closing Driveway #3 along Clifton Springs Road and evenly spacing the remaining two driveways along Clifton Springs.

Pedestrian Comments:

- ARC recommends DeKalb County install sidewalks along the frontage of Clifton Springs Road between the property line of the proposed development and Panthersville Road to facilitate the use of MARTA bus route 15 which provides.

Transit Comments:

- ARC recommends the developer coordinate with MARTA to provide bus shelter amenities at the existing MARTA bus stop on the proposed development site including such items as an ADA compliant landing pad, benches, covered shelter, trash receptacles, and pedestrian scale lighting.

Roadway Improvements:

- Although the use of double left-turn lanes at the intersection of Flat Shoals Parkway and Clifton Springs Road may help facilitate traffic flow they may violate the intention of the Candler-Flat Shoals LCI Study.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.185 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Snapfinger Creek WWTF will provide wastewater treatment for the proposed development.

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

The capacity of Snapfinger Creek Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
36	36	23	40	-4	None.	Transfer to Pole Bridge, decommission Snapfinger

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.212 MGD based on information submitted for the review.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 1,693 tons of solid waste per year and the waste will be disposed of in DeKalb County.

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

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 665 new residential units.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers as well as providing opportunities for individuals to live and work within close proximity to one another.

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

The site proposed for the development is located in Census Tract 234.05.

This tract had a 44 percent decrease in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that 75 percent, respectively, of the housing units

are single-family, compared to 69 percent for the region; thus indicating is a lack of multi-family housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Developments of Regional Impact

DRI #1850

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	DeKalb County, Community Development Department
Individual completing form:	Madolyn Spann
Telephone:	(404) 371-2155
E-mail:	mspann@co.dekalb.ga.us

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	Flat Shoals/Clifton Springs Tract
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Flat Shoals Road @ Clifton Springs Road. LL 71 and 90 of District 15, DeKalb County
Brief Description of Project:	Mixed use project of approximately 700 units (garden flats) and 150,000 square feet of commercial space on approximately 75 acres.

Development Type:

- ○ (not selected)
- ○ Office
- ○ Commercial
- ○ Wholesale & Distribution
- ○ Hospitals and Health Care Facilities
- ○ Housing
- ○ Industrial
- ○ Hotels
- ● Mixed Use
- ○ Airports
- ○ Attractions & Recreational Facilities
- ○ Post-Secondary Schools
- ○ Waste Handling Facilities
- ○ Quarries, Asphalt & Cement Plants
- ○ Wastewater Treatment Facilities
- ○ Petroleum Storage Facilities
- ○ Water Supply Intakes/Reservoirs
- ○ Intermodal Terminals
- ○ Truck Stops
- ○ Any other development types

If other development type, describe:

Project Size (# of units, floor area, etc.):	700 residential units, 150,000 s.f. commercial space
Developer:	FS/CS Project, LLC
Mailing Address:	1550 North Brown Road
Address 2:	Suite 125
	City:Lawrenceville State: GA Zip:30043
Telephone:	(770) 232-0000
Email:	ltucker@mptlawfirm.com
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	Mary Cobb and TK Cobb
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) Yes No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other Proposed Land Use Change
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 100% Overall project: 2013

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Developments of Regional Impact

DRI #1850

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	DeKalb County, Community Development Department
Individual completing form:	Madolyn Spann
Telephone:	(404) 371-2155
Email:	mspann@co.dekalb.ga.us

Project Information

Name of Proposed Project:	Flat Shoals/Clifton Springs Tract
DRI ID Number:	1850
Developer/Applicant:	FS/CS Project, LLC
Telephone:	(770) 232-0000
Email(s):	ltucker@mptlawfirm.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	(not selected) Yes No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	(not selected) Yes No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	$150,095,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$2,299,455.00
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace	

any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc):	

Water Supply

Name of water supply provider for this site:	DeKalb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.212 MGD
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required? A connection and lines will be provided into the site.	

Wastewater Disposal

Name of wastewater treatment provider for this site:	DeKalb County - Snapfinger Creek WWTF
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.185 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?A connection and lines will be provided into the site.	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	879 p.m. peak hour trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below:All necessary transportation improvements are described in the DRI traffic study, provided as a supplement to this form.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1,693 tons/year
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	(not selected) Yes No
If yes, please explain:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	53%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The DRI plan includes buffers, detention ponds, water quality elements, and additional open space (47% of site) to mitigate storm water impacts. See "Supplemental Information..." for details.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	(not selected) Yes No
2. Significant groundwater recharge areas?	(not selected) Yes No
3. Wetlands?	(not selected) Yes No
4. Protected mountains?	(not selected) Yes No
5. Protected river corridors?	(not selected) Yes No
6. Floodplains?	(not selected) Yes No
7. Historic resources?	(not selected) Yes No
8. Other environmentally sensitive resources?	(not selected) Yes No
If you answered yes to any question above, describe how the identified resource(s) may be affected: The DRI site includes floodplain and streams; however, no impacts are anticipated. See "Supplemental Information..." for details.	

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FLAT SHOALS

PROJECT SUMMARY

Acreage (Gross)	±79.53 ac.
County District:	15th
Current Land-Use:	Suburban
Proposed Land-Use:	Neighborhood Center
Existing Zoning:	R-100
Proposed Zoning:	
Tract A	C-1
Tract B	RM-HD
Total Residential Units:	681
Total Commercial Area:	143,400s.f.

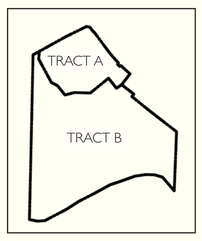
CONTACT INFORMATION

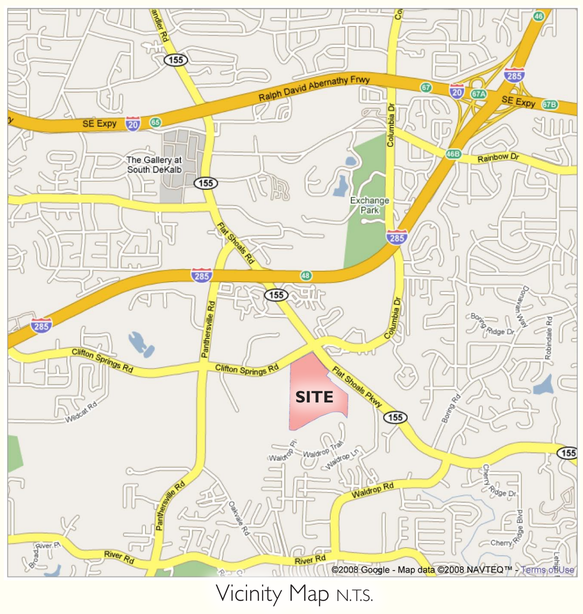
APPLICANT REPRESENTATIVE:
MAHAFFEY PICKENS TUCKER, LLP
(770)232-0000
CONTACT: LEE TUCKER

PLANNER/LANDSCAPE ARCHITECT:
HUGHES,GOOD,O'LEARY,& RYAN, INC.
(404)248-1960
CONTACT: TREY SCHWARTZ

TRAFFIC ENGINEER:
KIMLEY-HORN & ASSOCIATES,INC.
(770)825-0744
CONTACT: ANDREW ANTWEILER / JOHN WALKER

TRACT KEY





Vicinity Map N.T.S.

PROJECT NOTES: One existing house and four out-buildings on site will be removed.

Flat Shoals Development Program for DRI

Building ID	Description/Product Type	Phase	Area (acres)	Open Space (acres)	Building Height	Residential Units	Gross Commercial Area (s.f.)	Residential Density (units/acre)	FAR
Tract A (Proposed C-1)									
C1	Commercial	1			1 Story		7,000		
C2	Commercial	1			1 Story		7,000		
C3	Commercial	1			1 Story		7,000		
C4	Commercial	1			1 Story		7,000		
C5	Commercial	1			1 Story		3,200		
C6	Commercial	1			1 Story		4,900		
C7	Commercial	1			1 Story		9,800		
C8	Commercial	1			1 Story		4,900		
C9	Commercial	1			1 Story		80,000		
C10	Commercial	1			1 Story		12,600		
Total			16.24	1.89 (12%)			143,400		0.20
Tract B (Proposed RM-HD)									
R1	Multi-Family Residential*	1			3/4 Story Split Level	63			
R2	Multi-Family Residential*	1			3 Story	48			
R3	Multi-Family Residential*	1			3 Story	47			
R4	Multi-Family Residential*	1			3/4 Story Split Level	49			
R5	Multi-Family Residential*	1			3/4 Story Split Level	63			
R6	Multi-Family Residential*	1			3/4 Story Split Level	63			
R7	Multi-Family Residential*	1			3/4 Story Split Level	54			
R8	Multi-Family Residential*	1			3/4 Story Split Level	63			
R9	Multi-Family Residential*	1			3/4 Story Split Level	63			
R10	Multi-Family Residential*	1			3/4 Story Split Level	42			
R11	Multi-Family Residential*	1			3/4 Story Split Level	46			
R12	Multi-Family Residential*	1			3 Story	38			
R13	Multi-Family Residential*	1			3/4 Story Split Level	42			
Total			63.29	35.37 (56%)		681		10.75	0.25
Grand Total			79.53	37.26 (47%)		681	143,400	10.75	0.24

*NOTE: Residential units calculated at 1,000 s.f. per unit.

Flat Shoals Parking Program

	Parking Required	Parking Provided
Commercial	645 (4.5 per 1000s.f.)*	645
Residential	1192 (1.75 per unit)	1211

*Requesting reduction from DeKalb County of 5.5 to 4.5 per 1000 s.f.

TRANSPORTATION LEGEND

- Existing Roadway Laneage
- Proposed Driveway
- No-Build Improvements
- Build Improvements
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

LEGEND

- Multi-Family Residential
- Commercial

DRI SITE PLAN (DRI ID: 1850)

DEKALB COUNTY, GA
July 24, 2008 Revised 09-04-08

0 50' 100' 200'

HGOR PLANNERS & LANDSCAPE ARCHITECTS