



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: Sept 21 2005

ARC REVIEW CODE: R508221

TO: CEO Vernon Jones

ATTN TO: John Bell, Planner

FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

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

Submitting Local Government: DeKalb County

Name of Proposal: River Village

Review Type: Development of Regional Impact

Date Opened: Aug 22 2005

Date Closed: Sept 21 2005

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

Additional Comments: The proposed River Village development is a mixed use development that incorporates residential, office and retail uses. The development also proposes live work units along the main corridor of the development. Although, the proposed development meets several ARC's Regional Development Policies; however, ARC encourages refinement of the site plan to create a more cohesive development and community. The proposed development does not pass ARC's Air Quality Benchmark Test, scoring a 9 out of desirable 15 percentage points. As noted in information submitted for the review, there is not transit service within several miles of the development; therefore, offering shuttle service for the residents of the development would provide an alternative to getting to work other than the single occupancy automobile. The developer has agreed to develop a bus shuttle service/circulator with the existing transit operators in the area such that the development's shuttle service will not compete with any existing service. The site plan has been modified to increase the total open space to 34% and the developer has agreed to dedicated the open space to a 3rd party for the management and preservation of the area per DeKalb County open space requirements. The development proposes a greenway system that will connect to a neighboring church, park, and elementary school with possible future connections to a larger greenway system on the Yellow River that includes 75 acres of dedicated county greenspace. ARC strongly recommends greenway trails and connecting developments, activity centers, and other destination places to one another through a larger interjurisdictional system. This development promotes this goal of interconnected greenways and will allow residents an alternate mode of accessing other development and institutions in the immediate area.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
DEKALB COUNTY SCHOOLS
CITY OF STONE MOUNTAIN
DEKALB COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF LITHONIA
CITY OF PINE LAKE

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
ROCKDALE COUNTY
GWINNETT COUNTY

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

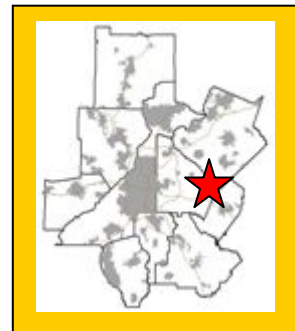
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	August 16, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	River Village #762
Final Report Due:	September 15, 2004		Comments Due By:	August 30, 2004

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed River Village mixed use development is located on approximately 109 acres of in DeKalb County and will consist of 133 single family homes, 149 townhomes, 240 apartments, and 167,000 square feet of combination retail/office space. It is assumed that the retail and office space is broken out into 160,000 square feet of retail, and 7,000 square feet of office. Access to the site is proposed a two location along Rock Chapel Road.



PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned a combination of R-100 and M (industrial). The proposed zoning for the site is PCD-3 (pedestrian community district). Information submitted for the review states that the proposed zoning is not consistent with DeKalb County's Future Land Use Map which designates the site as low to medium density residential and industrial. The developer is seeking to amend the Map with the site area being classified as OMX (office/mixed use).

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 affected local government's comprehensive plans.

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

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

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

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

YEAR	NAME
2004	ROCK CHAPEL ROAD MUD
1997	COVINGTON HIGHWAY TRACT

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

Based on information submitted for the review, the site is currently occupied by four single family houses.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed River Village development is a mixed use development that incorporates residential, office and retail uses. The development also proposes live work units along the main corridor of the development. Although, the proposed development meets several ARC's Regional Development Policies; however, ARC encourages refinement of the site plan to create a more cohesive development and community.

The proposed development does not pass ARC's Air Quality Benchmark Test, scoring a 9 out of desirable 15 percentage points. As noted in information submitted for the review, there is not transit service within several miles of the development; therefore, offering shuttle service for the residents of the development would provide an alternative to getting to work other than the single occupancy automobile. The developer has agreed to develop a bus shuttle service/circulator with the existing transit operators in the area such that the development's shuttle service will not compete with any existing service, but will rather give the residents of the development an alternative method of getting to work and to the commercial area at Stonecrest Mall without a single person occupancy vehicle. The developer also proposes to develop shelters within the development, where appropriate, for convenient access to the shuttle service for the residents.

Also, as discussed below, ARC strives to advance sustainable development. Residential developments in rural areas can accomplish this through conservation subdivisions. ARC recommends 40% open space for conservation subdivision based on the ARC's Community Choice Toolkit. Based on information submitted for the review, the development is proposing 31% open space. The site plan

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has been modified to increase the total open space to 34% and the developer has agreed to dedicated the open space to a 3rd party for the management and preservation of the area per DeKalb County open space requirements.

The development proposes a greenway system that will connect to a neighboring church, park, and elementary school with possible future connections to a larger greenway system on the Yellow River that includes 75 acres of dedicated county greenspace. ARC strongly recommends greenway trails and connecting developments, activity centers, and other destination places to one another through a larger interjurisdictional system. This development promotes this goal of interconnected greenways and will allow residents an alternate mode of accessing other development and institutions in the immediate area.

The development proposes several front loaded townhomes with 2 car garages. It is important to encourage pedestrian safety within the development. Where the majority of the front of the townhome is dedicated to the automobile, as is seen with 2 car garages on the first floor, ARC strongly recommended that the site plan be revised to reflect rear auto entry townhomes and alley access or increase the lot size so that no more than 50% of the lot width is dedicated to the automobile. Information submitted for the review states that the design of the townhomes on the northern end of Street A cannot be designed with rear alley access because the site is too narrow due to the property boundary and the stream. The southern townhome development on the site does reflect alley access and rear entry.

The site plan has also been modified to include interparcel access at the southern end of the Street A in the commercial area.

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FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

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.

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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.

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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 project is located in southeast DeKalb County at the intersection of Rock Chapel Road and Hightower Trail.

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.

It is entirely within the DeKalb County boundaries; however, it is approximately two miles from Rockdale County, three miles from Gwinnett County, and two miles from the City of Lithonia.

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 have been identified.

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 \$115,000,000 million with an expected \$1,300,000 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?

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None were determined during the review.

NATURAL RESOURCES

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.

Water Supply Watersheds and Stream Buffers

The project property is not within a water supply watershed. The property abuts Wesley Branch Creek, a perennial stream, and a 75-foot buffer, consistent with DeKalb stream buffer regulations, is shown. No other streams are shown on the property on the USGS 1:24,000 quad sheet information for the area.

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

Storm Water/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 that will be produced after construction of the proposed development, using impervious areas for each use based on estimated averages for land uses in the Atlanta Region. Actual loadings will vary with the actual land use and the actual amount of impervious coverage. Because of the overall density and lot size, the single-family portion of the development was included in the townhouse/apartment classification. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Commercial	19.00	32.49	330.60	2052.00	18677.00	23.37	4.18
Forest/Open	34.00	2.72	20.40	306.00	7990.00	0.00	0.00
Townhouse/Apartment	56.00	58.80	599.76	3752.00	33880.00	42.56	7.84
TOTAL	109.00	94.01	950.76	6110.00	60547.00	65.93	12.02

Total Estimated Impervious: 40% in this analysis

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.

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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 site is proposed at two locations: one full-movement and one right-in/right-out driveway along Rock Chapel Road.

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

Kimley-Horn and Associates 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
133 Single-Family Homes	26	77	103	88	51	139	1352
149 Town Homes	12	59	71	56	27	83	902
240 Apartments	26	105	131	105	56	161	1714
137,000 sq ft Commercial	171	71	242	320	426	746	7412
Pass By Reductions	0	0	0	-106	-106	-212	-2310
TOTAL NEW TRIPS	235	312	547	463	454	917	9070

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

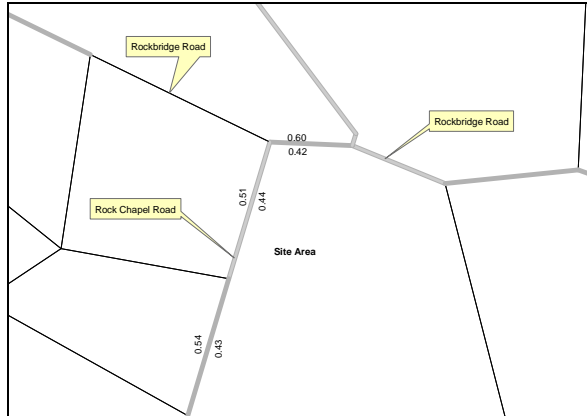
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Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to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

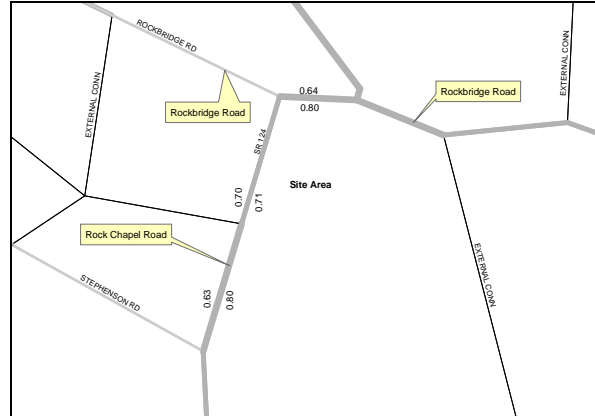
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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V/C Ratios



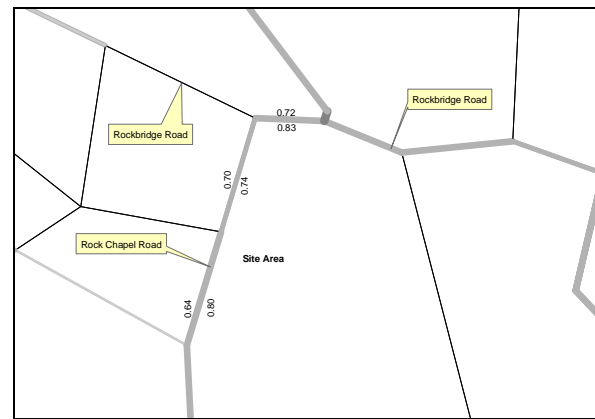
2005 AM Peak



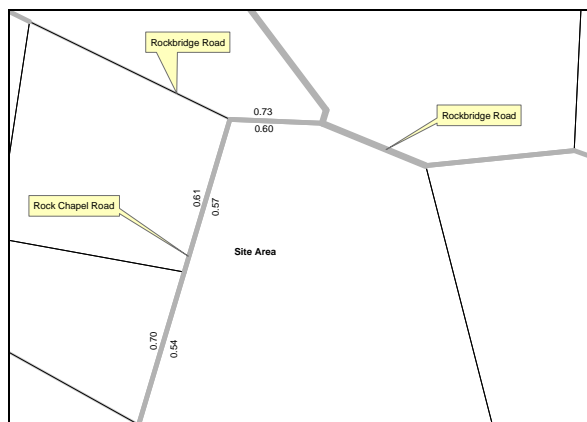
2005 PM Peak



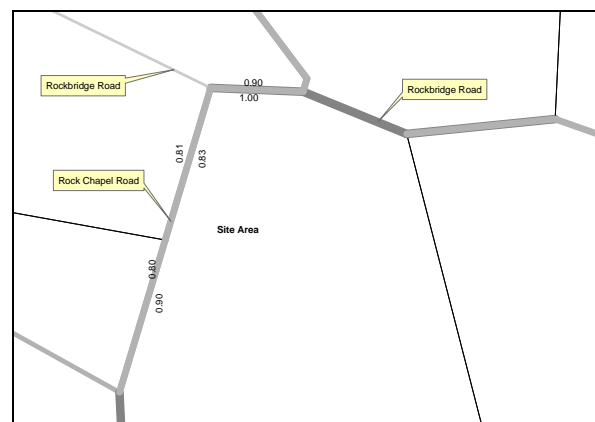
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

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

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. 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.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-270A1	LITHONIA INDUSTRIAL BOULEVARD: PHASE I	Roadway Capacity	2007
DK-270C	LITHONIA INDUSTRIAL BOULEVARD EXTENSION: PHASE II	Roadway Capacity	2007
DK-270A2	LITHONIA INDUSTRIAL BOULEVARD EXTENSION: PHASE I	Roadway Capacity	2007
DK-270B	LITHONIA INDUSTRIAL BOULEVARD EXTENSION: PHASE I	Bridge Capacity	2007

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-342B	ROCKBRIDGE ROAD	Roadway Operations	2020

**The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Cosmopolitan North Mixed-Use.

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

Rock Chapel Road at Asbury Drive

- Add a traffic signal.
- Improve the eastbound Asbury Drive approach to a 2-lane approach (one left-turn and a shared thru/right turn lane) in conjunction with signalization.

Rock Chapel Road at Stephenson Road

- Provide permissive + overlap phasing for the eastbound right-turn movement along Stephenson Road.

Rock Chapel Road at Future Lithonia Industrial Boulevard

- Add a traffic signal.

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. The recommendations stated in the no-build condition are also applicable to the build condition.

Rock Chapel Road at Asbury Drive at Site Driveway

- Provide three westbound egress lanes exiting the development (a separate left-turn, through, and right-turn lane).

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Rock Chapel Road at Southern Site Driveway

- Provide a northbound exclusive right-turn lane along Rock Chapel Road into the development.
- Provide separate westbound right-turn lane exiting the development.

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?

Local or regional transit does not currently serve the area of the proposed development.

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

None proposed.

The development **DOES NOT PASS** the 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%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		9%

The proposed development does not pass ARC's Air Quality Benchmark Test; however, the developer has agreed to develop a shuttle service/circulator to access the greater public transportation system to allow residents of the development an alternative method of travel to work and the commercial area at Stonecrest Mall without the use of a personal vehicle.

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

Traffic impacts associated with this development are minimal. However, the area surrounding the project has high peak hour congestion. There is currently no transit service available within several miles of this project. Due to the dense, walkable character of this project, it would be beneficial to the development and the surrounding area to include a direct connection to MARTA or the GRTA Xpress bus service within the site. It is suggested the developer work with MARTA or GRTA to offer greater transit access.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.16 MGD.

Which facility will treat wastewater from the project?



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Pole Bridge will provide wastewater treatment for the proposed development.

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

The capacity of Pole Bridge 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
20	20	13	30	-10	Combine Pole Bridge and Snapfinger into one 86mgd plant at Pole Bridge, provide service to portions of Rockdale, Gwinnett, Henry, and Clayton	Approximately 80 mgd interbasin transfer at full design flow. DeKalb Co. and EPD must resolve interbasin transfer issues prior to permitting.

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 0.19 MGD based on regional averages.

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 1249 tons of solid waste per year and the waste will be disposed of in DeKalb County.

Preliminary Report:	August 16, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	River Village #762
Final Report Due:	September 15, 2004		Comments Due By:	August 30, 2004

Other than adding to a serious regional solid waste disposal problem, 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 project will provide an additional 522 housing units that will include single family homes townhomes and apartments.

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.

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

Preliminary Report:	August 16, 2005	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	River Village #762
Final Report Due:	September 15, 2004		Comments Due By:	August 30, 2004

The site proposed for the development is located in Census Tract 233.02. This tract had a 12.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 99 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of 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.

KENNETH J. LANDER & ASSOCIATES

A LIMITED LIABILITY COMPANY
Attorneys at Law

310 NORTH BROAD STREET
MONROE, GEORGIA 30655
TELEPHONE: (770) 207-6646
FAX: (770) 207-1199

September 15, 2005

VIA FACSIMILE AND ELECTRONIC MAIL

M. Haley Fleming, AICP
Senior Planner
Atlanta Regional Commission
40 Courtland Street, N.E.
Atlanta, Georgia 30303

RE: River Village--DRI #762; ARC Review Code: R5082212
Follow-up to Review Report dated August 22, 2005
and Meeting with ARC on August 31, 2005

Dear Haley:

Thanks for your time and ARC's work in regard to this project. My client, T.K. Moreland, Inc., appreciates the opportunity to respond to the recommendations of the ARC as discussed in the Preliminary Report dated August 22, 2005 and the meeting that we had regarding the project on August 31, 2005. This correspondence will confirm our discussion at the meeting, and give the ARC the opportunity to modify its Final Report taking into consideration our response to ARC recommendations in the preliminary report as discussed at the meeting. I understand from our meeting that there were four items where ARC requests a response from T.K. Moreland, Inc. concerning the project:

1. The issue of air quality as it relates to a direct connection of the development to MARTA or GRTA Xpress bus service at Stonecrest Mall;
2. The issue of air quality as it relates to the amount of green space in the development, and the development's connection to adjoining greenspace;
3. The issue of design of the townhome pod at the North end of the site, specifically the design of the townhomes with garages facing the street; and

4. The issue of design of the commercial pod at the South end of the site, including the issues of parking and inter-parcel access.

With regard to the issue of air quality as it relates to a direct connection of the development to MARTA or GRTA Xpress bus service, my client accepts this recommendation and appreciates the need to provide residents and other occupants of the development access to a public transportation system. Currently per the ARC report, there is no MARTA or GRTA Xpress access to the development. My client proposes to develop a bus shuttle service or shuttle circulator with the existing transit operators in the area that does not compete with, but rather compliments any existing bus service in and around the site area. T.K. Moreland, Inc. also proposes to develop bus shelters at strategic locations in the development to serve residents as access points to the shuttle service. This shuttle service may be managed and ultimately funded through the homeowners association and a management company of the development. The service would begin once the residential portions of the development reach build-out, and the service would operate until MARTA or GRTA Xpress service is expanded to directly serve the site thus preventing competition with a public transit system once a public system is directly serving the site. My client's goal is to provide residents and other occupants of the development with the ability to access the GRTA Xpress site at Stonecrest Mall thus allowing residents to commute to work without the use of their personal vehicle. Furthermore, residents of the development would also be able to access the Stonecrest Mall commercial area without the need for the use of a personal vehicle.

With regard to the issue of air quality as it relates to the amount of green space in the development and the development's connection to adjoining green space, I understand that the ARC recommends increasing the amount of green space and assuring that the green space of the development is connected to adjoining green space owned by Dekalb County. I understand that Clarke Design Group, our land planner has reviewed this matter, and has presented ARC with a revised site plan increasing the green space from 31% to 34% of the development area. Also, the site plan shows and the developer supports the connection of the project green space to the green space currently owned by Dekalb County on the Yellow River. Furthermore, this will confirm that the project green space will be dedicated to a 3rd party for management and preservation in perpetuity per Dekalb County requirements.

With regard to the issue of the townhome pod at the North end of the site and specifically the design of the townhomes with garages facing the street, we reviewed this issue with you in the meeting, and this will confirm that due to the site constraints, we are unable to redesign the townhomes to be rear-loaded. The subject property at the North end is too narrow. However, all other townhomes in the development are rear-loaded. Furthermore, the only people accessing this area of the development are the residents in this cul-de-sac. The entirety of the development exclusive of this area places parking in the rear and

front facades closely abutting sidewalks as indicated in the PCD design requirements. You indicated in our meeting that confirming our discussion on this point would show that the developer was sensitive to this issue, and we have attempted to minimize the impact of this townhome design as it relates to the overall design of the development.

With regard to the issue of design of the commercial pod at the south end of the site, including the issues of parking and inter-parcel access, we reviewed the design of this area in our meeting. This will confirm that the design of this commercial area is sensitive to pedestrian traffic with the sidewalks directly abutting the commercial structures and with parking in the rear. For example, the area that we discussed that could be a drug store in the future is designed much like the CVS in downtown Decatur with parking in the rear. We will also create better flow within this area by creating more inter-parcel access.

I think that this correspondence addresses the concerns articulated in the Preliminary Report and further discussed in our meeting. I look forward to receiving the Final Report from ARC on September 21, 2005. Thank you for service on this project, and please do not hesitate to call if you require anything further from T.K. Moreland, Inc. as ARC completes its recommendation.

Sincerely,

/s/ KJL

Kenneth J. Lander

Cc: Kevin Hunter, Dekalb County Planning, via email
Thomas J. Demilio, T.K. Moreland, Inc., via email
John Walker, Kimley-Horne, via email
Aaron Frampton, Clarke Design Group, via email

Your DRI ID NUMBER for this submission is: **762**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 3/22/2005 9:13:17 AM

DEVELOPMENT OF REGIONAL IMPACT

DeKalb County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	DeKalb County
*Individual completing form and Mailing Address:	John Bell 330 W. Ponce de leon Avenue Suite 500 Decatur, GA 30030
Telephone:	404-371-4404
Fax:	404-371-2813
E-mail (only one):	jabell@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:		River Village
Development Type	Description of Project	Thresholds
Mixed Use	109-acre mixed use development to consist of retail office & resident	View Thresholds
Developer / Applicant and Mailing Address:		T.K. Moreland Inc 143 Lee Byrd Road, P.O. Box 2838 Loganville, GA 30052
Telephone:		770-466-5240
Fax:		770-466-0870
Email:		klender@landerlaw.com
Name of property owner(s) if different from developer/ applicant:		see attached exhibit A
Provide Land-Lot-District Number:		16-191; 193; 194; 223; 224
What are the principal streets or roads providing vehicular access to the site?		Rock Chapel Road
Provide name of nearest street(s) or intersection:		Hightower Trail
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?		Y
If yes, how close is the boundary of the nearest other local government?		1 mile to Gwinnett County

If no, provide the following information:

In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.) Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name: Project ID: App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	DeKalb County
What is the name of the wastewater treatment supplier for this site?	DeKalb County
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2010

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	Y
Developer/Applicant has identified needed improvements?	
Other (Please Describe): The transportation analysis is in progress and will document necessary roadway improvements	

Submitted on: 8/12/2005 2:15:41 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	DeKalb County
Individual completing form:	Kevin Hunter
Telephone:	404-371-4922
Fax:	404-371-2813
Email (only one):	khunter@co.dekalb.ga.us

Proposed Project Information

Name of Proposed Project:	River Village
DRI ID Number:	762
Developer/Applicant:	T.K. Moreland Inc. 143 Lee Byrd Road, P.O. Box 2838, Loganville, GA 30052
Telephone:	770-466-5240
Fax:	770-466-0870
Email(s):	klender@landerlaw.com

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	\$115,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,300,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

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)?	0.19 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	DeKalb County
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What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.16 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	N
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	11,377 vpd
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y

If transportation improvements are needed to serve this project, please describe below:
Proposed signalization @ Ashbury Drive/Rock Chapel (Proposed site driveway) with separate left turn lanes entering and existing the site. A northbound right-turn lane along Rock Chapel Road into the site and a right-turn existing the site.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1249 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
N	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	41.4 acres
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: OCMULGEE	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention ponds, water quality features, and buffers would be implemented in accordance with DeKalb County Standard.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Wetlands exists on the project site, however, stream buffer requirements would reduce impacts to a less than significant level. Impacts on environmentally sensitive areas should be less than significant.	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Floodplains exists on the project site, however, impacts should be less than significant. DeKalb County Regulations requires protection of floodplain areas.	

