



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: Dec 14 2006

ARC REVIEW CODE: R611141

TO: CEO Vernon Jones
ATTN TO: Karmen Swan White, 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: Johnson Ferry East Redevelopment

Review Type: Development of Regional Impact

Date Opened: Nov 14 2006

Date Closed: Dec 14 2006

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 site plan meets several of the ARC's Regional Development Policies. The proposed development invests in an area with existing infrastructure that will accommodate population and employment growth more efficiently. The development proposes a mix of uses that encourage pedestrian activity. The location of the development, with its proposed intensity, lessens the impact on the existing neighborhoods in the area and allows opportunities for daily services and needs to be met within the community, decreasing travel distances and times. The proposed development also includes an affordable housing component. Approximately 250 to 300 residential units will make up this component. The development proposes a multi-use trail through the site that will connect to the PATH Foundation network of multi-use trails. This connection will allow for direct pedestrian and bicycle connection to Keswick Park. ARC encourages the incorporation of trail systems into developments that offer individuals alternatives to the automobile that are safe and convenient.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF CHAMBLEE
FULTON COUNTY
PATH FOUNDATION

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF DORAVILLE
DEKALB COUNTY SCHOOLS

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ATLANTA
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.

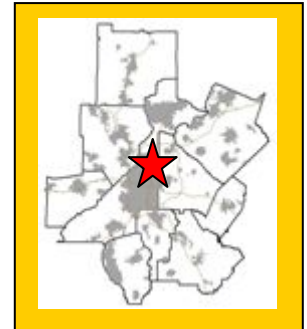
The ARC review website is located at: <http://www.atlantaregional.com/landuse/>.

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| Preliminary Report: | November 14, 2006 | DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT | Project: | Johnson Ferry East Redevelopment #1237 |
| Final Report Due: | December 14, 2006 | | Comments Due By: | November 28, 2006 |

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Johnson Ferry East Redevelopment is a 56 acre mixed use development in DeKalb County. The proposed development will consist of 836 residential units and 80,000 square feet of retail. Residential units will consist of senior living units, apartments, townhomes, single family detached, and retirement residential units. Site access to the development is proposed at three driveways along Johnson Ferry Road and two driveways along Donaldson Drive.



PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned RM-75 (multi-family residential). The proposed zoning is PC (pedestrian community). Information submitted for the review indicates that the proposed development is consistent with DeKalb County's Future Land Use Plan which designates the site as medium density residential.

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

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

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

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

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

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Yes, the proposed development would increase the need for services in the area for existing and future residents. The proposed development will generate approximately 184 employment opportunities and 1,115 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 1.5 miles radius of the proposed project.

| | |
|-------------|--|
| 2006 | Peachtree and Hermance Road |
| 2004 | International Village at Chamblee |
| 2000 | St. Joseph Medical Office Buildings |
| 1989 | Peachtree Dunwoody Apartments |

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, there are currently 498 apartments on the site with half of the apartments vacated.

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 site plan meets several of the ARC's Regional Development Policies. The proposed development invests in an area with existing infrastructure that will accommodate population and employment growth more efficiently. The development proposes a mix of uses that encourage pedestrian activity. The location of the development, with its proposed intensity, lessens the impact on the existing neighborhoods in the area and allows opportunities for daily services and needs to be met within the community, decreasing travel distances and times. The proposed development also includes an affordable housing component. Approximately 250 to 300 residential units will make up this component.

The development proposes a multi-use trail through the site that will connect to the PATH Foundation network of multi-use trails. This connection will allow for direct pedestrian and bicycle connection to Keswick Park. ARC encourages the incorporation of trail systems into developments that offer individuals alternatives to the automobile that are safe and convenient.

The ARC forecasts population and employment growth in the DeKalb over the next 25 years. ARC forecasts a population of over 154,000 residents within the Chamblee area and an employment base greater than 138,000 jobs. The additional housing, employment, and shopping opportunities will allow individuals to live, work, and shop within close proximity to one another.

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FINAL REPORT

Regional Development Plan Policies

1. Promote sustainable economic growth in all areas of the region.
2. Encourage development within 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 retain 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.
8. Encourage a variety of home 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, connectivity and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources.
14. Through regional infrastructure planning, discourage growth in undeveloped areas.
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.

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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.

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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 project is located in DeKalb County. The project site approximately 56 acres located on the north side of Johnson Ferry Road on the east and west sides of Donaldson Drive.

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

The proposed development is entirely within DeKalb County; however, it is less than a mile the City of Atlanta, Fulton County, and the City of Chamblee.

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.

The proposed development is surrounded by existing residential, commercial, and parks.

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?

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Estimated value of the development is \$147,210,000 with an expected \$2,314,141 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?

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.

Watershed Protection and Stream Buffers

The project property is located in the Nancy Creek basin which drains to the Corridor portion of the Chattahoochee River. The USGS digital coverage of the project area shows no streams on the project property. Any unmapped streams will be subject to the requirements of the DeKalb County Stream Buffer Ordinance. All state waters on the property are also subject to the 25-foot State Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR.

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 that will be produced after construction of the proposed development. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. Given the overall coverage of the site, the entire developed portion of the project has been classified as commercial. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

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| Land Use | Land Area (ac) | Total Phosphorus | Total Nitrogen | BOD | TSS | Zinc | Lead |
|-------------|----------------|------------------|----------------|---------|----------|-------|------|
| Commercial | 33.77 | 57.75 | 587.60 | 3647.16 | 33195.91 | 41.54 | 7.43 |
| Forest/Open | 22.78 | 1.82 | 13.67 | 205.02 | 5353.30 | 0.00 | 0.00 |
| TOTAL | 56.55 | 59.57 | 601.27 | 3852.18 | 38549.21 | 41.54 | 7.43 |

Total Impervious = 57%

If on-site detention is used, 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?

A total of seven vehicular access points are provided into the site.

- Two full-access driveways will be located on Johnson Ferry Road.
- One right-in/right-out driveway will be located on Johnson Ferry Road.
- Two existing full-access driveways are located on Donaldson Drive.
- Two additional full-access driveways will be located on Donaldson Drive.

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

A & R Engineering 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

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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 |
| 51 Single-Family Homes | 11 | 34 | 45 | 37 | 21 | 58 | 560 |
| 200 Apartments | 21 | 48 | 69 | 49 | 36 | 85 | 1412 |
| 149 Condominiums | 12 | 59 | 71 | 56 | 27 | 83 | 901 |
| 436 Senior Adult Residential Units | 16 | 19 | 35 | 29 | 19 | 48 | 1517 |
| 80,000 sq ft Retail Space | 84 | 53 | 137 | 259 | 281 | 540 | 5874 |
| Reductions | -4 | -4 | -8 | -155 | -159 | -314 | -3174 |
| TOTAL NEW TRIPS | 140 | 209 | 349 | 275 | 225 | 500 | 7090 |

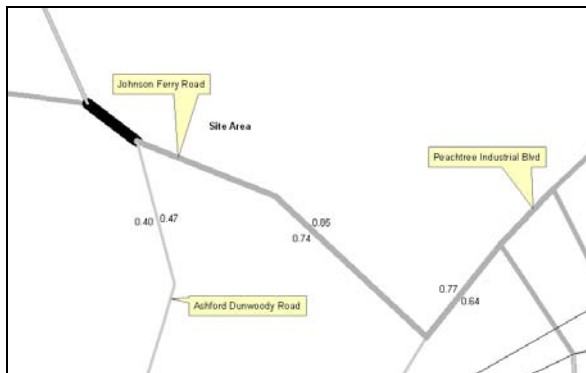
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

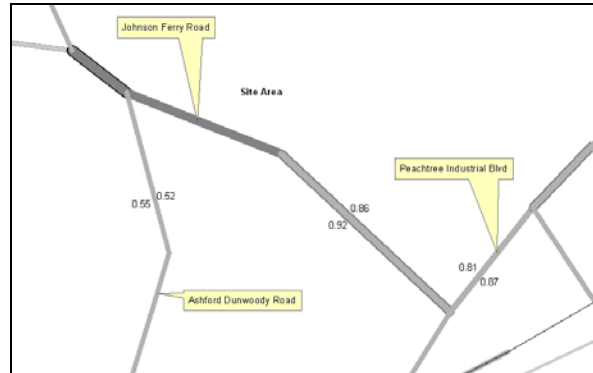
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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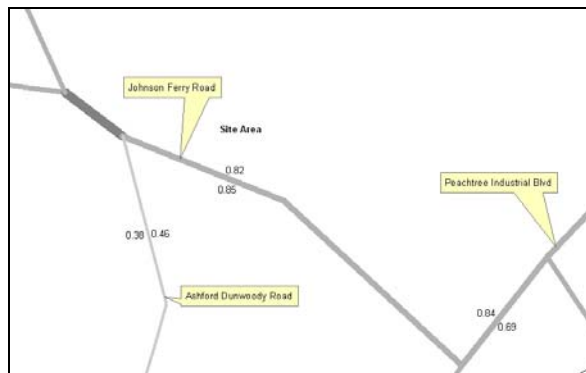
V/C Ratios



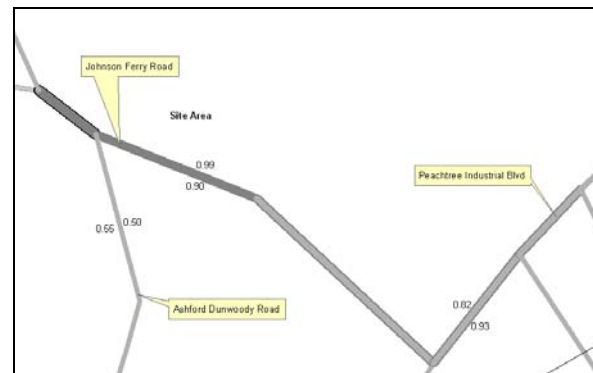
2005 AM Peak



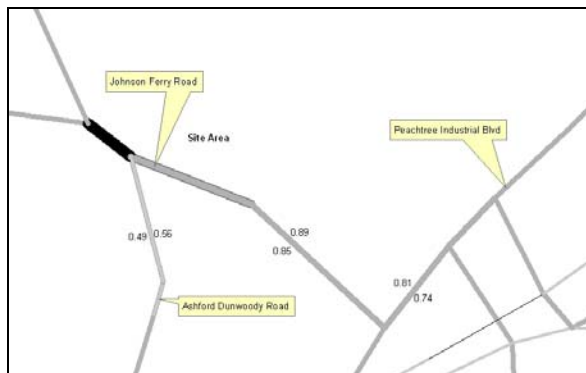
2005 PM Peak



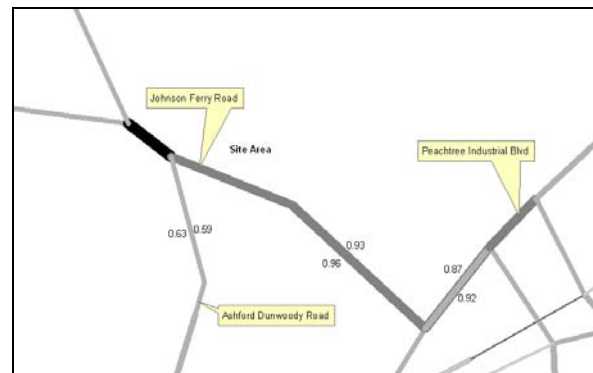
2010 AM Peak



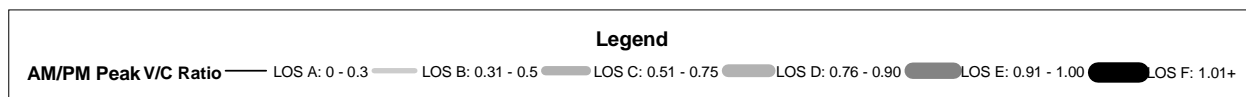
2010 PM Peak



2030 AM Peak



2030 PM Peak



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 2006-2011 TIP, approved in March of 2006. 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.

2006-2011 TIP*

| ARC Number | Route | Type of Improvement | Scheduled Completion Year |
|-------------|--|-----------------------------|---------------------------|
| DK-320A2 | 18 SIDEWALKS: JOHNSON FERRY ROAD | Pedestrian Facility | 2009 |
| DK-AR-BP047 | ASHFORD DUNWOODY ROAD SIDEWALKS AND BIKE LANES | Multi-Use Bike/Ped Facility | 2009 |

2030 RTP*

| ARC Number | Route | Type of Improvement | Scheduled Completion Year |
|------------|-------|---------------------|---------------------------|
| N/A | N/A | N/A | N/A |

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Johnson Ferry East Mixed-Use Development.

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.

Ashford Dunwoody Road/Donaldson Drive at Johnson Ferry Road

- Restrict the eastbound left, southbound left and southbound through movements at this intersection.
- Add a raised concrete island on Donaldson Drive.
- Yield control the southbound right-turn movement.
- Remove the southbound approach from the traffic signal operation at this intersection.
- Extend Blair Circle to Johnson Ferry Road.

Ashford Dunwoody Road at Windsor Parkway

- Add a traffic signal at this intersection.

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.

Ashford Dunwoody Road/Donaldson Drive at Johnson Ferry Road

- Convert the southbound right-turn lane to a shared through/right-turn lane.

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

The proposed site is located approximately 1.5 miles from the MARTA Chamblee Rail Station. This rail station is served by multiple MARTA Bus routes offering extensive transit connectivity. MARTA Bus route #29 provides service directly to the proposed site.

- MARTA Bus route #29 provides service Monday through Friday from 6:22 a.m. till 7:22 p.m. Headways are 1 hour.

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

None proposed.

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

| Air Quality Impacts/Mitigation (based on ARC strategies) | Credits | Total |
|---|----------------|--------------|
| Where Residential is dominant, 10-12 units/ac | 4% | 4% |
| 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% |
| Total | | 16% |

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

According to the impact analysis in the traffic study, three intersections will operate below acceptable levels of service in the future year background traffic condition without implementing the recommended improvements. Implementing the recommended improvements allows two of these intersections to return to acceptable levels of service. In the future year total condition, four intersections operate below acceptable levels of service without implementing the recommended improvements. Implementing the recommended improvements allows three of these intersections to operate at acceptable levels of service. It is suggested that all recommended improvements be implemented prior to construction completion.

Currently, the only transit service available within walking distance of the site is MARTA Bus route #29 which provides a connection to the MARTA Chamblee Rail Station. Although this transit access is a valuable asset, no direct or reasonably efficient transit routes are provided from the area around the proposed project into the nearby Perimeter area which contains a high concentration of employment

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and retail space. It is suggested the developer work with MARTA to establish a more efficient transit connection between the site and the Perimeter area.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.185 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review state that DeKalb County Water and Sewer will provide wastewater treatment service to the project. Currently, the Snapfinger and Pole Bridge facility are being planned to be combined into one plant at Pole Bridge. The Snapfinger facility will then be decommissioned.

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

The capacity of the Pole Bridge plant is listed below:

| PERMITTED CAPACITY MMF, MGD ₁ | DESIGN CAPACITY MMF, MGD | 2001MMF, MGD | 2008 MMF, MGD | 2008 CAPACITY AVAILABLE +/-, MGD | PLANNED EXPANSION | REMARKS |
|---|---------------------------------|---------------------|----------------------|---|--|--|
| 20 | 20 | 13 | 30 | -10 | Combine Pole Bridge and Snapfinger in one 86 mgd 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**, September, 2003.*

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



| | | | | |
|---------------------|-------------------|--|------------------|--|
| Preliminary Report: | November 14, 2006 | DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u> | Project: | Johnson Ferry East Redevelopment #1237 |
| Final Report Due: | December 14, 2006 | | Comments Due By: | November 28, 2006 |

How much water will the proposed project demand?

Water demand also is estimated at 0.213 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 884 tons of solid waste per year.

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?**

| | | | | |
|---------------------|-------------------|--|------------------|--|
| Preliminary Report: | November 14, 2006 | DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u> | Project: | Johnson Ferry East Redevelopment #1237 |
| Final Report Due: | December 14, 2006 | | Comments Due By: | November 28, 2006 |

- **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 836 housing units that will include for rent units, and for sale townhomes, apartments, condominiums, and single family detached homes.

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?

The site proposed for the development is located in Census Tract 212.09. This tract had a 19.2 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 39 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety 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.

Your DRI ID NUMBER for this submission is: **1237**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 9/28/2006 9:25:42 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: | Karmen Swan White 330 W. Ponce De Leon Avenue Suite 500 Decatur, GA 30030 |
| Telephone: | 404-371-2155 |
| Fax: | 404-371-2813 |
| E-mail (only one): | kswhite@co.dekalb.ga.us |

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

Proposed Project Information

| Name of Proposed Project: | Johnson Ferry East Redevelopment | |
|--|---|---------------------------------|
| Development Type | Description of Project | Thresholds |
| Mixed Use | 436 Senior Living Units 149 Townhome/ brownstones 51 single family units 200 midrise apartment units 80000 sf of retail space | View Thresholds |
| Developer / Applicant and Mailing Address: | Jarvon Harris, NorSouth Corporation 2000 Riveredge Parkway - Suite 950 Atlanta, GA 30328 Applicant: Ken Vount, Housing Authority of DeKalb County | |
| Telephone: | 678-460-2868 | |
| Fax: | 770-850-8230 | |
| Email: | jervon@norsouth.com | |
| Name of property owner(s) if different from developer/ applicant: | Housing Authority of DeKalb County | |
| Provide Land-Lot-District Number: | 18-301 & 306 | |
| What are the principal streets or roads providing vehicular access to the site? | Johnson Ferry Road, Donaldson Drive & Durden Drive | |
| Provide name of nearest street(s) or intersection: | Johnson Ferry Road, Donaldson Drive & Durden Drive | |
| 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? | 50-100 feet from City of Chamblee |
| 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: DeKalb County (NOTE: This local government is responsible for initiating the DRI review process.) |
| | Percent of Project: 100 |
| 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 Water & Sewer |
| What is the name of the wastewater treatment supplier for this site? | DeKalb County Water & Sewer |
| 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: 2011 |

Local Government Comprehensive Plan

| | |
|--|---|
| Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map? | Y |
| If no, does the local government intend to amend the plan/map to account for this development? | |
| 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? | Y |
| 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? | |
| If yes, how have these improvements been identified: | |
| Included in local government Comprehensive Plan or Short Term Work Program? | |
| Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)? | |
| Included in an official Transportation Improvement Plan (TIP)? | |
| Developer/Applicant has identified needed improvements? | Y |
| Other (Please Describe): | |

Submitted on: 11/8/2006 10:19:02 AM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

| | |
|------------------------------|--|
| Submitting Local Government: | DeKalb County |
| Individual completing form: | Karmen Swan White |
| Telephone: | 404-371-2155 |
| Fax: | 404-371-2813 |
| Email (only one): | kswhite@co.dekalb.ga.us |

Proposed Project Information

| | |
|---------------------------|---|
| Name of Proposed Project: | Johnson Ferry East Redevelopment |
| DRI ID Number: | 1237 |
| Developer/Applicant: | Norsouth Corp./Housing Authority of Dekalb County - Mr. Jervon Harvis |
| Telephone: | 678-460-2868 |
| Fax: | 770-850-8230 |
| Email(s): | jervon@norsouth.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.) | Y |
| If yes, has that additional information been provided to your RDC and, if applicable, GRTA? | Y |
| If no, the official review process can not start until this additional information is provided. | |

Economic Impacts

| | |
|--|---------------|
| Estimated Value at Build-Out: | \$147,210,000 |
| Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: | \$2,314,141 |
| 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): Original development included 498 units, most of which vacant; all will be redeveloped as part of this project | |

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)? | 0.213 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? | N/A water is available at site |

Wastewater Disposal

| | |
|--|-------------------------------------|
| Name of wastewater treatment provider for this site: | DeKalb County |
| 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? | Y |
| If no, are there any current plans to expand existing wastewater treatment capacity? | |
| 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? | N/A sewer line is available at 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.) | 814 p.m. peak trips |
| 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: All recommended transportation improvements are identified in a traffic study by A&R, Inc. as a supplement to this form. | |

Solid Waste Disposal

| | |
|---|--------------|
| How much solid waste is the project expected to generate annually (in tons)? | 884 tons/yr. |
| 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? | 40% |
| Is the site located in a water supply watershed? | Y |
| If yes, list the watershed(s) name(s) below: Nancy Creek/Chattahoochee River Basin | |
| Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Site plan includes buffers & detention ponds a required. See supplemental information for details. | |

Environmental Quality

| | |
|--|---|
| Is the development located within, or likely to affect any of the following: | |
| 1. Water supply watersheds? | N |
| 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:
Approximately 0.01 acres of wetland to be impacted. See supplemental information for details.

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?

N

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:
See supplemental information for details.

December 8, 2006

Mr. Mike Alexander
DRI Coordinator
Atlanta Regional Commission
40 Courtland Street, N.E.
Atlanta, GA 30303

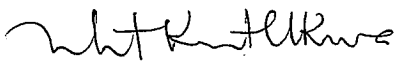
**RE: Development of Regional Impact (DRI) # 1237
Johnson Ferry East Development**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1237 – Johnson Ferry East Development – located in DeKalb County.

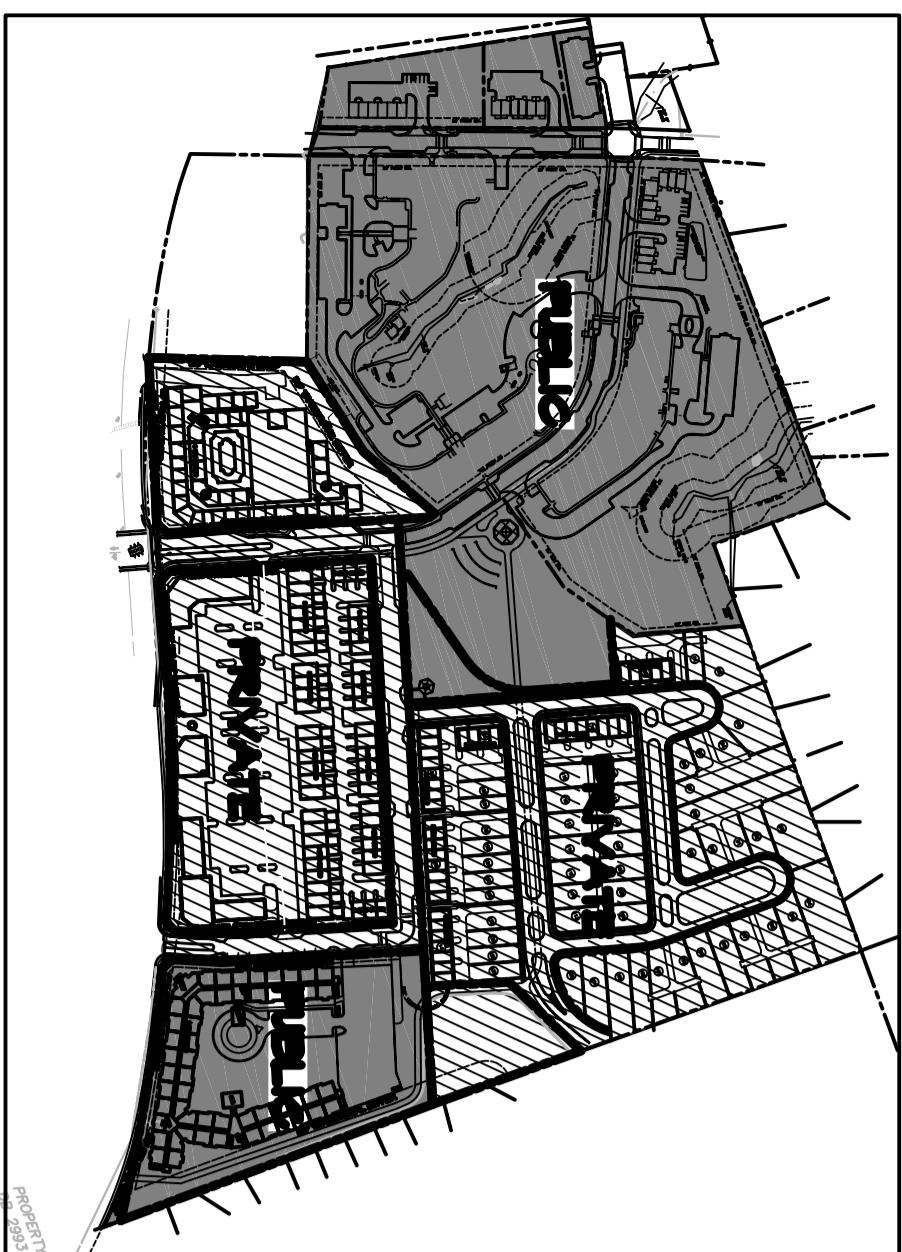
MARTA Bus Routes 29 which operates out of the Chamblee Rail Station provides transit service to the proposed development. Besides the potential increase of transit patronage on these routes, the project will have no foreseeable impact on MARTA operations. Therefore, MARTA currently has no pending plans to increase or expand transit service in the project area.

Thank you for the opportunity to review the proposal. Please feel free to contact me at (404) 848-5828 should you have any questions.

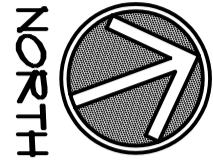
Sincerely,



Henry Ikwut-Ukwa
Transit System Planning



PUBLIC TO PRIVATE DELINEATION
SCALE: 1"=400'-0"



LOCATION MAP
NOT TO SCALE

| LAND USE | ACREAGE | SITE DENSITY |
|--|----------|---|
| TOTAL SQUARE FEET OF NON-RESIDENTIAL | 80000.00 | 1414.68 |
| TOTAL NUMBER OF UNITS | 836.00 | 14.78 |
| TOTAL NUMBER OF PARKING PROVIDED | 1417 | 1728.50 |
| 19.87 ACRES OF OPEN SPACE EXCLUDING DEDICATED PARK | 2.91 | NOTE: ALL INTERNAL INTERSECTIONS SHALL HAVE CROSSWALKS WHERE APPLICABLE |

| Type of Unit | Number of Units |
|---------------------------------------|-----------------|
| Senior (Granny) Townhomes (rent) | 20 |
| Luxury Apartments (rent) | 200 |
| Townhouse/Flats (sale) | 79 |
| Townhouse (over retail & Traditional) | 50 |
| Single Family Detached (sale) | 51 |
| Retirement Residential (rent) | 436 |
| Retail/Commercial | 80,000 s.f. |

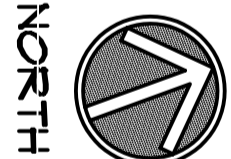
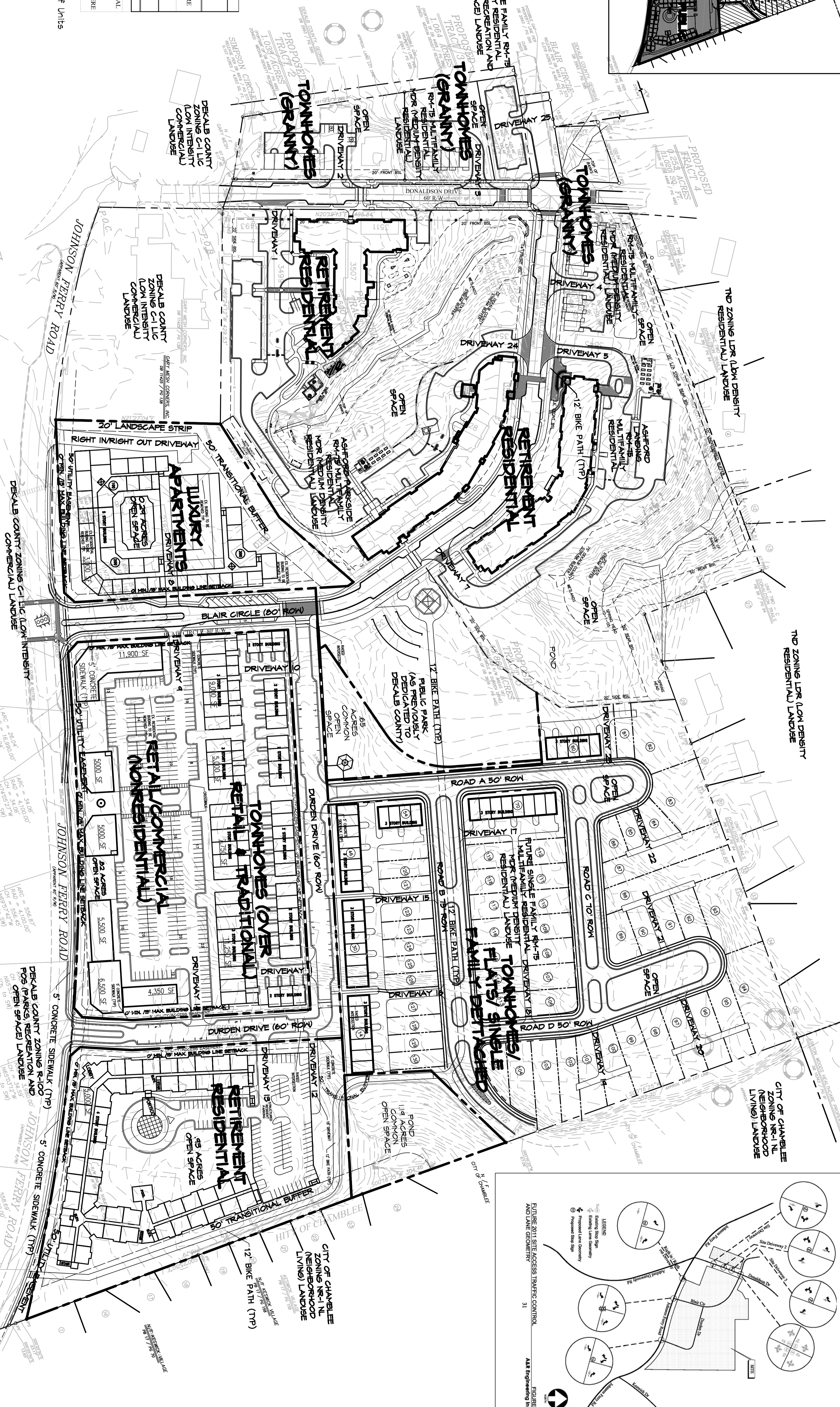
OWNER
THE HOUSING AUTHORITY OF DEKALB COUNTY
750 COMMERCE DRIVE, SUITE 201
DECATUR, GA 30030
CONTACT/KEY CONTACT
PHONE: (404) 270-2500

DEVELOPER
THE NORSOUTH CORPORATION
2000 RIVEREDGE PARKWAY, SUITE 950
ATLANTA, GA 30328
CONTACT/JERON HARRIS
PHONE: (678) 460-2668
FAX: (770) 850-8230

GRTA DRI Submittal JOHNSON FERRY EAST MASTER PLAN

DeKalb County, Georgia
LOCATED IN LAND LOTS 301 & 306
18TH DISTRICT

November 3, 2006



Scale 1" = 100'

