



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: Jan 5 2006

ARC REVIEW CODE: R612211

TO: Mayor Jere Wood
ATTN TO: Bradford Townsend, Planning and Zoning Director
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: City of Roswell
Name of Proposal: East Village

Review Type: Development of Regional Impact

Date Opened: Dec 21 2006

Date Closed: Jan 5 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 original proposed development, reviewed as Champions Green, was proposed as a single use commercial development, scoring 4 out of 15 points on ARC's Air Quality Benchmarks. Due to the total acreage of the development, in order to better meet ARC's Regional Development Policies and Air Quality Benchmarks, the proposed development needed to incorporate some additional uses, specifically residential uses. However, due to the current zoning and conditions placed on the site, residential is not allowed. The new zoning category, recently established by the City of Roswell, allows for residences uses. The site plan has been revised to reflect the new zoning category and incorporate residential uses. The revised development plan better meets the ARC's Regional Development Policies by increasing opportunities for mixed use development along principal transportation corridors, the Central Business District, and activity centers.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY
CITY OF SANDY SPRING
FULTON COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF ALPHARETTA
CITY OF MILTON

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GWINNETT COUNTY
CITY OF JOHNS CREEK

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> .

Preliminary Report:	December 21, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	East Village #1278
Final Report Due:	January 20, 2007		Comments Due By:	January 4, 2007

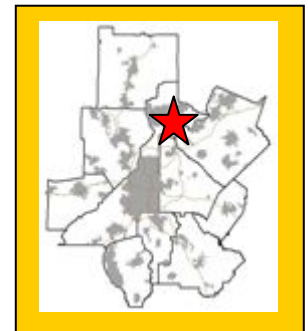
FINAL REPORT SUMMARY

PROPOSED REVISED DEVELOPMENT:

The proposed development, known now as East Village, will consist of 370,796 square feet of retail space, 13,505 square feet of office space, and 43 townhome units on 38.18 acres in the City of Roswell. The proposed development will have one full access driveway and one right-in/right-out driveway along Holcomb Bridge Road and two full access driveways on Champions Green Parkway.

PROPOSED DEVELOPMENT:

The proposed Champions Green is a 38.18 acre retail development in the City of Roswell. The proposed development will include 345,322 square feet of retail. Site access is proposed at seven locations along Holcomb Bridge Road and Champions Green Parkway.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2008.

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 under FCA (Fulton County Annexation) with a C-1 commercial zoning with conditions. The proposed zoning for the site is MPMUD (master planned mixed use development). Information submitted for the review states that the proposed zoning is consistent with the City of Roswell's Future Land Use Map which designates the area as high intensity highway commercial.

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?

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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?**

Yes, the proposed development would increase the need for services in the area for existing and future residents. The proposed development is expected to generate approximately 787 jobs.

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
2006	Champions Green
1997	Ellard MUD
1988	Holcomb Bridge/Scott Road

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 mostly undeveloped; however there are several vacant houses on the site.

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

No.

Is the proposed development consistent with regional plans and policies?

Champions Green was proposed as a single use commercial development, scoring 4 out of 15 points on ARC's Air Quality Benchmarks. Due to the total acreage of the development, in order to better meet ARC's Regional Development Policies and Air Quality Benchmarks, the proposed development needed to incorporate some additional uses, specifically residential uses. However, due to the current zoning and conditions placed on the site, residential is not allowed. The new zoning category, recently established by the City of Roswell, allows for residences uses. The site plan has been revised to reflect the new zoning category and incorporate residential uses. The revised development plan better meets the ARC's Regional Development Policies by increasing opportunities for mixed use development along principal transportation corridors, the Central Business District, and activity centers.

It is recommended that the proposed development incorporate measures to mitigate the impacts of the vast parking areas. Due to the incorporated residential uses and nearby existing residential uses, a reduction in parking requirements is strongly encouraged. Vegetation throughout the parking areas is

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also encouraged as well as safe, convenient, and clearly marked pedestrian walkways, as shown on the site plan.

Champions Green Original Review

There is existing multifamily residential along Champions Green Parkway. It is strongly encouraged that the proposed development includes adequate and convenient pedestrian and bicycle access to the proposed development from the existing residential along Champions Green Parkway.

The proposed commercial development is located in an area dominated by residential uses. Given the proximity of existing nearby residential uses and will provide retail services and needs within walking distances to the residential community. The site plan should adequately address the surrounding residential areas by protecting residential viewsheds through buffering and creative landscaping.

Although the site has several zoning conditions placed on it, it is strongly encouraged that the site plan be revised to reflect a more pedestrian oriented development where the viewsheds of the parking are minimized from the street and buildings are oriented to the street. Revisions to the site plan could include orienting the buildings along Champions Green Parkway to create an entryway and main street boulevard, with the parking placed behind the buildings. None of the three outparcels should have direct access onto Holcomb Bridge Road.

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FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

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Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

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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 proposed project is located in the City of Roswell on the east side of Holcomb Bridge Road at its intersection with Champions Green Parkway.

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 City of Roswell's boundaries; however, the site is less than a mile from Fulton County. The proposed development is approximately 3 miles from the City of Sandy Springs, the City of Alpharetta, Gwinnett County, and DeKalb County.

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

Other commercial uses, and multi-family residential and office uses immediately surround the development.

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 \$57,000,000 million with an expected \$930,696 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.

These comments are based on a slight change in area from the original Champions Green project.

Stream Buffers and Watershed Protection

The property is not within the 2000-foot Chattahoochee River Corridor but it is located in the Corridor watershed. The USGS 1:24,000 coverage for the project area shows no blue line streams crossing the project property, but one blue line stream is shown crossing Champions Green Parkway to the east of the proposed project. Any portion of the project near enough to the stream will be subject to the requirements of Roswell's stream buffer ordinance.

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.

The Chattahoochee Basin upstream of Peachtree Creek is also a large water supply watershed (over 100 square miles). Under the Part 5 minimum criteria, the only requirements in a large water supply watershed without a water supply reservoir are restrictions on the handling of certain hazardous materials (specified by DNR) within seven miles upstream of an intake.

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

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produced after construction of the proposed development. These estimates 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 the results of regional stormwater monitoring data from the Atlanta Region. Actual pollutant loadings will depend on the actual impervious coverage developed on the property and may differ from the figures shown. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	38.00	64.98	661.20	4104.00	37354.00	46.74	8.36
TOTAL	38.00	64.98	661.20	4104.00	37354.00	46.74	8.36

Total % impervious 85%

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

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

A total of four driveways are proposed for the East Village Development.

- One full access and one right-in/right-out driveway will be located on Holcomb Bridge Road.
- Two full access driveways will be located on Champions Green Parkway.



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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 published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	P.M. Peak Hour			SAT Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
384,301 sq ft of Retail Space	731	791	1522	1080	996	2076	16292
43 Condominiums	20	10	30	30	25	55	313
Reductions	-200	-215	-415	-330	-305	-635	-6192
TOTAL NEW TRIPS	551	586	1137	780	716	1496	10413

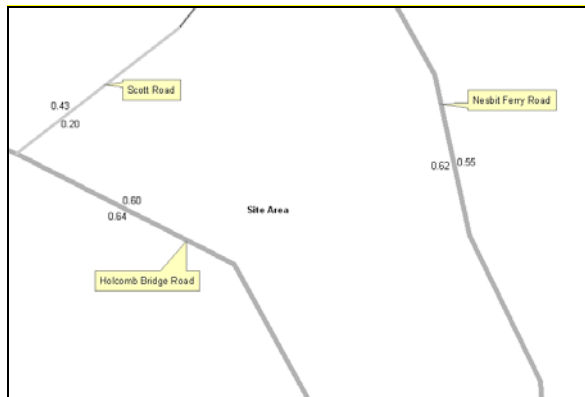
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

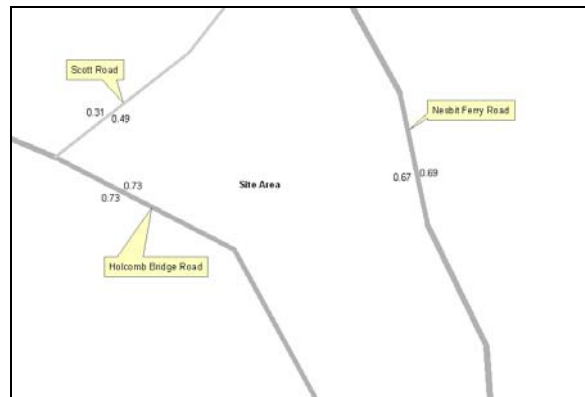
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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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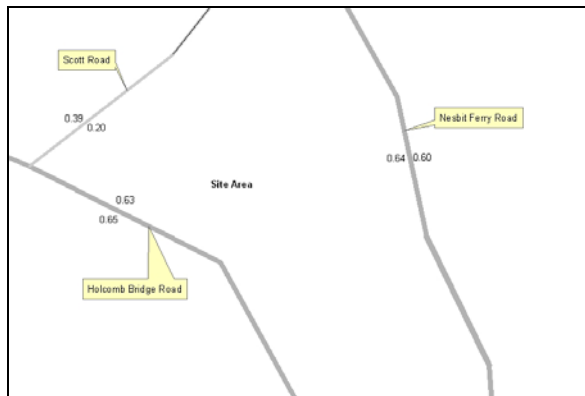
V/C Ratios



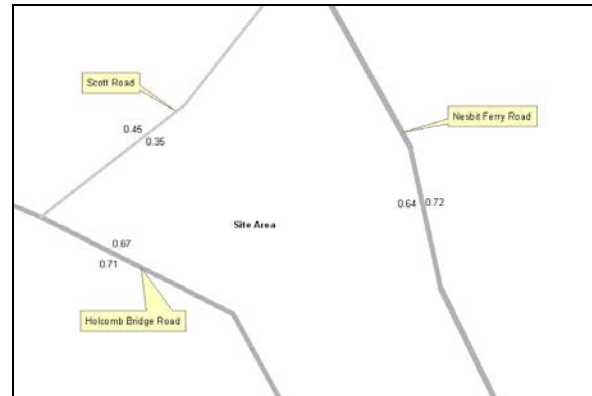
2005 AM Peak



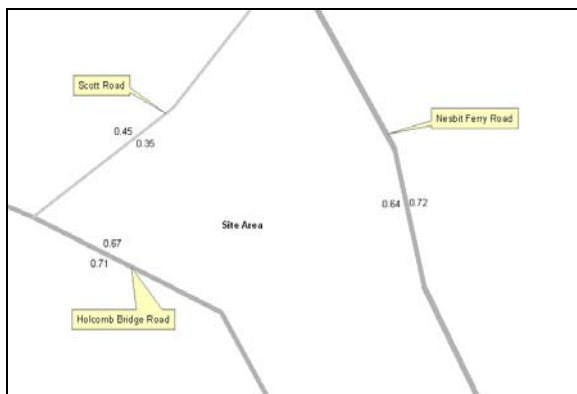
2005 PM Peak



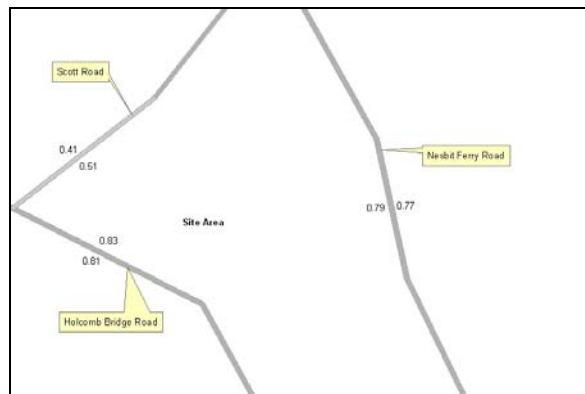
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

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 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

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data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-440	SR 400 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007
FN-177	SR 140 (HOLCOMB BRIDGE ROAD)	Pedestrian Facility	2007
FN-203	SR 140 (HOLCOMB BRIDGE ROAD) ATMS	Roadway Operations	2007
FN-216	OLD ALABAMA ROAD	Roadway Operations	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FN-031B	HAYNES BRIDGE ROAD	Roadway Capacity	2020
FN-123A, B	OLD ALABAMA ROAD: SEGMENT 1	Roadway Capacity	2014

**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 Champions Green Development.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

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.

Holcomb Bridge Road at Champions Green Parkway

- Signalize this intersection.
- Install protected permissive signal phasing for the eastbound left turn movement.
- Add a dedicated southbound right turn lane on Champions Green Parkway.

Nesbit Ferry Road at Champions Green Parkway

- Signalize this intersection.
- Add a dedicated northbound left turn lane for the entering traffic on Nesbit Ferry Road.
- Install protected permissive signal phase for the northbound left turn movement.

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?

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There is no existing or planned transit service within a reasonable distance of the proposed site.

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 Retail is dominant, 10% Residential 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 is surrounded by residential uses that will reduce the travel time and vehicle miles traveled to retail services for individuals living within close proximity to the proposed development.

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

The roadway network in this area suffers from high peak hour volume. As demonstrated in the traffic study, the addition of the project's traffic onto the roadway network challenges the existing capacity. Currently there is no reasonable transit option available in this area to provide a transportation alternative to single occupancy vehicles and to reduce congestion. It is suggested that all recommended improvements be implemented prior to completion of this project. It is also suggested the developer work with MARTA to establish transit service within a comfortable walking distance of the proposed site. Townhouse communities are located immediately to the north and east of the proposed site. Bike/ped connections should be made with these communities to allow current residents closest to the site easy, non-vehicular access directly to the site. Additionally, crosswalks should be provided across Holcomb Bridge Road, connecting the East Site driveway with the office/condo development currently under construction on the south side of Holcomb Bridge Road.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.051 MGD.

Which facility will treat wastewater from the project?

The Fulton County Big Creek facility will provide wastewater treatment for the proposed development.

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

The capacity of the Big Creek Site is listed below:

PERMITTED CAPACITY MMF, MGD ¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
24	24	25	26	-2	Planned expansion to 36 or 48 mgd, subject to permit approval.	Existing sewer tap moratorium in place; alternatives analysis required to address immediate capacity needs 2002-2004; future increase in permitted discharge to Chattahoochee River assumes increased flow limits following removal of heat load.

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 0.058 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 1601 tons of solid waste per year and the waste will be disposed of by the City of Roswell.

Preliminary Report:	December 21, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	East Village #1278
Final Report Due:	January 20, 2007		Comments Due By:	January 4, 2007

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 43 housing units to the area.

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

Yes.

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

The site proposed for the development is located in Census Tract 114.14. This tract had a 0.4 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing

Preliminary Report:	December 21, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	East Village #1278
Final Report Due:	January 20, 2007		Comments Due By:	January 4, 2007

Report. The report shows that 48 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 there is housing with multiple price ranges within the area.

* 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: **1278**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 11/30/2006 4:15:35 PM

DEVELOPMENT OF REGIONAL IMPACT

Fulton 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:	City of Roswell
*Individual completing form and Mailing Address:	Bradford D. Townsend, AICP Planning & Zoning Director 38 Hill Street Suite G-30 Roswell, Ga 30075
Telephone:	770-641-3780
Fax:	770-641-3741
E-mail (only one):	btownsend@ci.roswell.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:	East Village (formally know as Champions Green)	
Development Type	Description of Project	Thresholds
Mixed Use	43 townhome units 384301 Commercial 13505 Office	View Thresholds
Developer / Applicant and Mailing Address:	Concordia Properties, LLC 200 Mansell Court East, Suite 440 Roswell, Ga 30076	
Telephone:	770-992-1464	
Fax:	770-992-2505	
Email:	rdippolito@concordia-properties.com	
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:	Land lots 782 & 783 Dist. 1	
What are the principal streets or roads providing vehicular access to the site?	Holcomb Bridge Road and Champions Green Parkway	
Provide name of nearest street(s) or intersection:		
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?	Approx. 1,500 feet
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?	Y
If yes, provide the following information (where applicable):	Name: Champions Green
	Project ID: 1125
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning, Variance, Other Design Review Board
What is the name of the water supplier for this site?	North Fulton Water System
What is the name of the wastewater treatment supplier for this site?	Big Creek Sewer Service Area
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: March 2008

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?	Y
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?	
Other (Please Describe):	

Submitted on: 12/20/2006 4:16:19 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Roswell
Individual completing form:	Bradford D. Townsend
Telephone:	770-641-3780
Fax:	770641-3741
Email (only one):	btownsend@ci.roswell.ga.us

Proposed Project Information

Name of Proposed Project:	East Village (formerly known as Champions Green)
DRI ID Number:	1278
Developer/Applicant:	Concordia Properties, LLC 200 Mansell Court East Suite 440 Roswell, GA 30076
Telephone:	770-992-1464
Fax:	770-992-2505
Email(s):	rdippolito@concordia-properties.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:	\$57,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$930,696
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): One vacant house will be demolished to build this project.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Fulton County Big Creek
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.058 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?	Water line is at the site

Wastewater Disposal

Name of wastewater treatment provider for this site:	Fulton County Big Creek
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What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.051 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?	

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.)	1137 PM peak hour, 1496 SAT peak hour
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 improvements are identified in the traffic study as a supplement to this form.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1601 tons/year
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

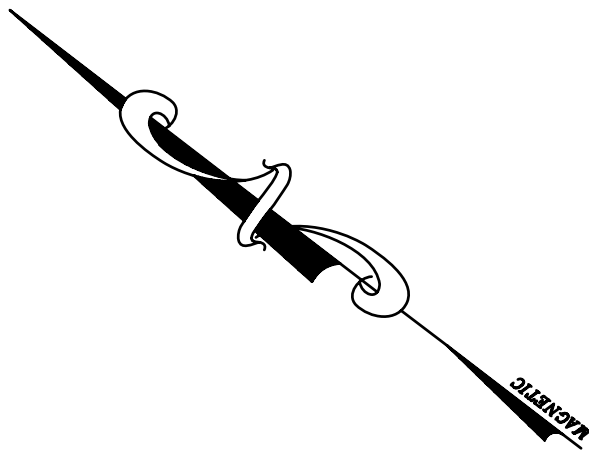
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	72%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: 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: The proposed site plan includes detention ponds and buffers. A site plan has been submitted as a supplemental document to this form.	

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?	N
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:	

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:	



Development Summary

Maximum Building Height: 4 stories (Res), 2 stories (Non-Res)

Square Footage Building Area: 384,301 sq. ft. (Retail / Office)

Number of Dwelling Units: 43

Heated Floor Area for any Dwelling Unit: 1,200 sq. ft. / unit (51,600 sq. ft.)

Area of The Site: 1,657,205 sq. ft. / 38.0 ac.

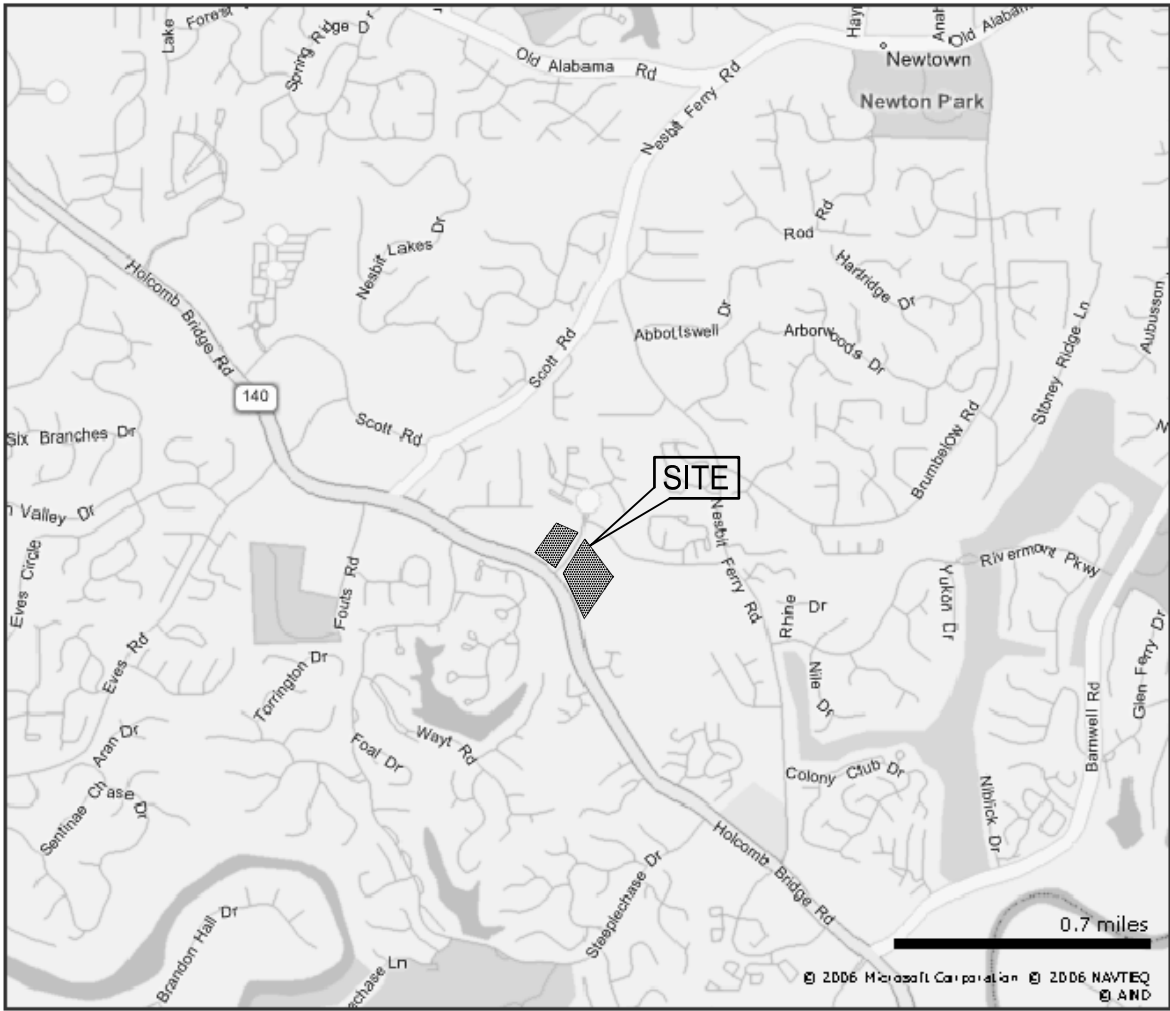
Lot Coverage Building Area: 422,396 sq. ft. / 25.5%

Landscaped Area: 460,294 sq. ft.

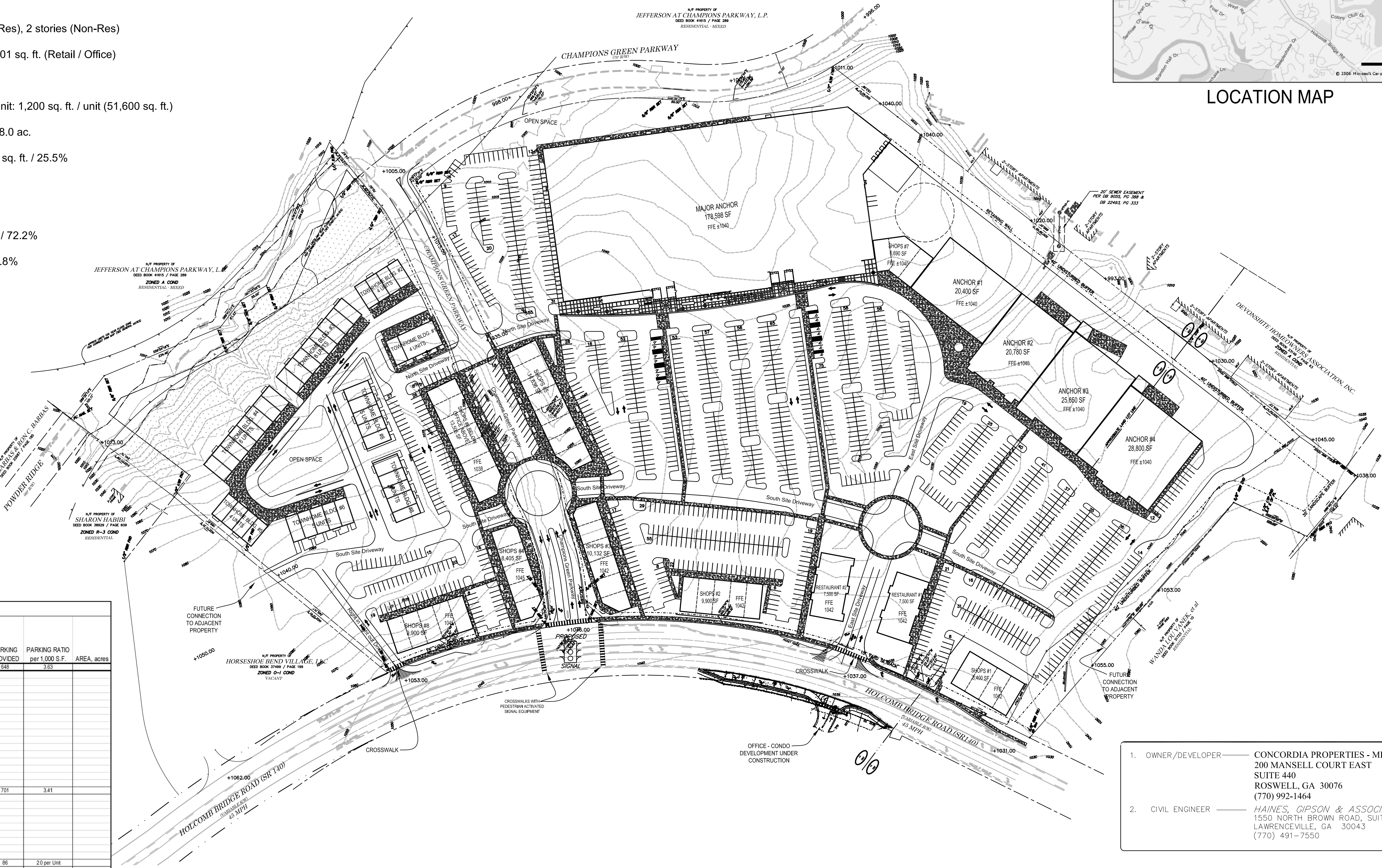
Parking Spaces: 1435

Impervious Surface: 1,196,911 sq. ft. / 72.2%

Pervious Surface: 460,294 sq. ft. / 27.8%



LOCATION MAP



SITE DATA TABLE									
TENANT	BLDG. S.F.	MINIMUM PARKING ALLOWED	MAXIMUM PARKING ALLOWED	MINIMUM RATIO ALLOWED per 1,000 S.F.	MAXIMUM RATIO ALLOWED per 1,000 S.F.	PARKING PROVIDED	PARKING RATIO per 1,000 S.F.	AREA, acres	
MAJOR ANCHOR	178,388	260	703	3.64	4.44	648	3.63		
ANCHOR #1	20,400	74	91	3.64	4.44				
ANCHOR #2	20,780	76	92	3.64	4.44				
ANCHOR #3	25,650	93	114	3.64	4.44				
ANCHOR #4	28,800	105	128	3.64	4.44				
SHOPS #1	8,400	31	37	3.64	4.44				
SHOPS #2	9,900	36	44	3.64	4.44				
SHOPS #3	10,132	37	45	3.64	4.44				
SHOPS #4	8,405	31	37	3.64	4.44				
SHOPS #5	14,636	53	65	3.64	4.44				
SHOPS #6	13,505	49	60	3.64	4.44				
SHOPS #7	6,690	24	30	3.64	4.44				
SHOPS #8	9,900	36	44	3.64	4.44				
Restaurant #1	7,500	60	100	8.00	13.33				
Restaurant #2	7,500	60	100	8.00	13.33				
Office (Above Shops #7)	13,505	45	54	3.33	4.00				
Non-Residential Totals	205,703	810	1,041			701	3.41		
Townhome Building #1 (4 units)	4,800	8	16	2.0 per Unit	4.0 per Unit				
Townhome Building #2 (4 units)	4,800	8	16	2.0 per Unit	4.0 per Unit				
Townhome Building #3 (8 units)	9,600	16	32	2.0 per Unit	4.0 per Unit				
Townhome Building #4 (8 units)	9,600	16	32	2.0 per Unit	4.0 per Unit				
Townhome Building #5 (4 units)	4,800	8	16	2.0 per Unit	4.0 per Unit				
Townhome Building #6 (5 units)	6,000	10	20	2.0 per Unit	4.0 per Unit				
Townhome Building #7 (5 units)	6,000	10	20	2.0 per Unit	4.0 per Unit				
Townhome Building #8 (5 units)	6,000	10	20	2.0 per Unit	4.0 per Unit				
Residential Totals (43 Units)	51,600	86	172	2.0 per Unit	4.0 per Unit	86	2.0 per Unit		
TOTAL OF DEVELOPER'S TRACT	257,303	896	1,213	---	---	787	---		
SITE TOTALS	435,901	1,546	2,006	---	---	1,435	---	38.0	
PARKING	MINIMUM	MAXIMUM							
OFFICE	1/300	1/250							
RETAIL	1/175	1/225							
RESTAURANT	1/125	1/75							
RESIDENTIAL	2/UNIT	4/UNIT							

SITE PLAN

GRAPHIC SCALE



(IN FEET)
1 inch = 100 ft.

- OWNER/DEVELOPER — CONCORDIA PROPERTIES - MR. JIM CARLSON
200 MANSELL COURT EAST
SUITE 440
ROSWELL, GA 30076
(770) 992-1464
- CIVIL ENGINEER — HAINES, GIPSON & ASSOCIATES, INC.
1550 NORTH BROWN ROAD, SUITE 100
LAWRENCEVILLE, GA 30043
(770) 491-7550

REVISIONS		DESCRIPTION	
NO.	BY		

HAINES, GIPSON & ASSOCIATES, INC.
CONSULTING ENGINEERS
1550 NORTH BROWN RD., SUITE 100
LAWRENCEVILLE, GEORGIA 30043
PHONE: (770) 491-7550 FAX: (770) 491-7750

EAST VILLAGE
HOLCOMB BRIDGE RD. @ CHAMPIONS GREEN PKWY.
CITY OF ROSWELL, FULTON COUNTY, GEORGIA

A PROJECT OF CONCORDIA PROPERTIES
Drn. RCL Des. Chk. Date 12-20-06 Sheet DRI-1