REGIONAL REVIEW FINDING

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

DATE: Sep 27 2007 **ARC REVIEW CODE**: R705021

TO: CEO Vernon Jones
ATTN TO: Karmen Swan White, Zoning
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: **Daniels Bridge Road MUD (The Preserve at Elijah Mountain)**

Review Type: Development of Regional Impact	**Date Opened:** May 3 2007	**Date Closed:** Sep 27 2007

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: Due to staff concerns raised during the preliminary review, the proposed development was revised to address issues identified. The resulting revising include a 24% decrease in the commercial square footage, a 51% decrease in residential units, and an increase of open space to 167.55 acres or 42.25%. The revised development also equated to a 28% reduction in daily new project trips, 30% reduction in the AM peak hour new project trips, and 25% reduction in PM peak hour new project trips.

The proposed parkway alignment through the development was revised to turn west and is anticipated to continue through adjacent property that is being purchased by the developer and connect to Klondike Road. The road connection to Daniels Bridge Road in Rockdale County has been revised to a two lane street with an indirect connection to the proposed parkway.

According to information from DeKalb County attached at the end of the report is the County's intention to amend the Future Development Map to Town Center which allows for a concentration of activities such as general retail, commercial, office, higher density housing, and open spaces. The proposed amended to the Future Development Map is subject to regional review under the DCA requirements.

Comments received from Rockdale County and attached at the end of the report state that the proposed development is inconsistent with adjacent jurisdictions. The surrounding area in Rockdale County is identified as low density residential on the County's Future Land Use Map and the current zoning is agricultural residential. It is the desire of Rockdale County to preserve the rural character of southern part of the County. There is not sewer availability for the portion of the property located in Rockdale County.

Rockdale County also expressed concern about the road connection to Daniels Bridge Road in Rockdale County. According to submitted comments, Rockdale County has no desire or planned project to widen Daniels Bridge Road; however, ARC believes that the connection is important for connectivity and access purposes.

ARC expressed concern about the capacity of Browns Mill Road with the original densities given that the traffic study recommended the widening of Browns Mill Road from two to four lanes from the proposed parkway to Panola Road. Due to the revisions, a level of service D is expected for Browns Mill with the full build-out of the proposed development. The revised densities and second proposed access point along Klondike Road reduced the traffic impacts along Browns Mill Road such that the road is not projected to need to be widened to a four lane facility to accommodate the proposed development.

The proposed development is within close proximity to several recreational areas. The proposed development should coordinate with DeKalb County, Rockdale County, the Arabia Mountain Heritage Area Alliance, and Panola Mountain State Park to ensure future preservation and greenspace goals are met.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
ROCKDALE COUNTY	ARABIA MOUNTAIN HERITAGE ALLIANCE	DEKALB COUNTY SCHOOLS
PATH FOUNDATION		

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 .

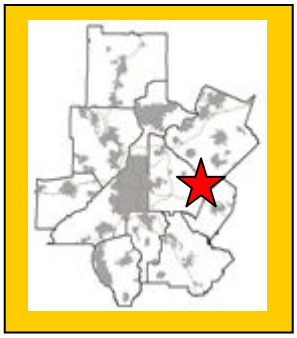
Preliminary Report:	May 3, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Daniels Bridge #1325
Final Report Due:	June 2, 2007		Comments Due By:	May 17, 2007

FINAL REPORT SUMMARY

PROPOSED REVISIONS:

The revised development plan for the Daniels Bridge Road development, also known as The Preserve at Elijah Mountain, includes 544,799 square feet of commercial space, and 1,542 residential units on 395.55 acres in DeKalb County. The residential units will include 312 apartments, 205 townhomes, 269 single family detached units, and 756 senior mid-rise, high-rise, and townhome units. The revised plan also proposes 167.55 acres of open space.

PROPOSED DEVELOPMENT:



The Daniels Bridge Road development, also known as The Preserve at Elijah Mountain, is a 657.77 acre mixed use development in DeKalb and Rockdale Counties. Of the total acreage, 396.55 acres is being developed as part of this review. The portion in Rockdale County is not being proposed for any development at this time. The proposed development in DeKalb County will consist of 687,656 square feet of commercial space and 3,152 residential units. The residential units will include 312 apartments, 304 single family units, 451 townhome units, and 2,086 senior mid-rise, high-rise, and townhome units. The proposed development is lcoated in southeast DeKalb County with site access proposed at three location along Browns Mill Road, Daniels Bridge Road, and Setters Way, an internal road in the Chestnut Lake Perserve subdivision.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2012.

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 R-85. The proposed zoning for the site is PC-3 (pedestrian corridor community). Information submitted for the review states that the proposed zoning is not consistent with DeKalb County's Future Development Map designates the area as suburban. Attached at the end of this report is the County's intention to amend the Future Development Map, which is subject to a regional review under the State Planning Rules through DCA.

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

Comments received from Rockdale County and attached at the end of the report state that the proposed development is inconsistent with adjacent jurisdictions. The surrounding area in Rockdale County is identified as low density residential on the County's Future Land Use Map and the current zoning is agricultural residential. It is the desire of Rockdale County to preserve the rural character of southern part of the County. Comments received from Rockdale express concern of the pressures this development may have to develop south Rockdale at a higher intensity than desired.

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

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

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

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

What other major development projects are planned near the proposed project?
The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

ARC has not reviewed any other major development projects with three miles of the site.

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 undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

Due to staff concerns raised during the preliminary review, the proposed development was revised to address issues identified. The resulting revising include a 24% decrease in the commercial square footage, a 51% decrease in residential units, and an increase of open space to 167.55 acres or 42.25%. The revised development also equated to a 28% reduction in daily new project trips, 30% reduction in the AM peak hour new project trips, and 25% reduction in PM peak hour new project trips.

The proposed parkway alignment through the development was revised to turn west and is anticipated to continue through adjacent property that is being purchased by the developer and connect to Klondike Road. The road connection to Daniels Bridge Road in Rockdale County has been revised to

a two lane street with an indirect connection to the proposed parkway. The revised design has been done intentionally to reduce the amount of expected traffic along Daniels Bridge Road oriented to Rockdale County.

The proposed development is located within a suburban neighborhood according to the Atlanta Region Unified Growth Policy Map. Suburban neighborhoods are defined as areas that are located outside of the Central City or Activity Centers. These neighborhoods develop at a more suburban scale with appropriate commercial development and low intensity mixed use serving the local area. The surrounding area is characterized by low intensity residential development.

DeKalb County's Future Development Map designates the area as suburban which is defined as areas where typical types of suburban residential subdivision development have occurred and where pressures for the typical types of suburban residential subdivision development are greatest. The suburban area calls for low to medium residential. According to information from DeKalb County attached at the end of the report is the County's intention to amend the Future Development Map to Town Center which allows for a concentration of activities such as general retail, commercial, office, higher density housing, and open spaces. The proposed amended to the Future Development Map is subject to regional review under the DCA requirements. Also attached at the end of this report is the developer's intention to submit the revised plan to DeKalb County for rezoning.

Comments received from Rockdale County and attached at the end of the report state that the proposed development is inconsistent with adjacent jurisdictions. The surrounding area in Rockdale County is identified as low density residential on the County's Future Land Use Map and the current zoning is agricultural residential. It is the desire of Rockdale County to preserve the rural character of southern part of the County. There is not sewer availability for the portion of the property located in Rockdale County.

Rockdale County also expressed concern about the road connection to Daniels Bridge Road in Rockdale County. According to submitted comments, Rockdale County has no desire or planned project to widen Daniels Bridge Road; however, ARC believes that the connection is important for connectivity and access purposes. The site plan was revised to show an indirect connection to Daniels Bridge Road that would minimize expected traffic along Daniels Bridge to residents within the development and immediate surrounding area in Rockdale County. The revision to place the entire commercial square footage along Browns Mill Road will also minimize the impact along Daniels Bridge Road.

ARC expressed concern about the capacity of Browns Mill Road with the original densities given that the traffic study recommended the widening of Browns Mill Road from two to four lanes from the proposed parkway to Panola Road. Due to the revisions, a level of service D is expected for Browns Mill with the full build-out of the proposed development. The revised densities and second proposed access point along Klondike Road reduced the traffic impacts along Browns Mill Road such that the road is not projected to need to be widened to a four lane facility to accommodate the proposed development.

ARC staff has completed GIS analysis of the environmental impact as filtered through the greenspace priorities work completed based on state areas available for tax credits. The result is a Green

Infrastructure Priorities Map. The map weights an area based on the number of state environmental factors it meets. The proposed development includes a priority area that scored a seven (the highest ranking achieved). To place perspective of how rare a score of seven was in the analysis, there were 15 acres in the whole region, approximately 4 million acres, which scored a seven.

The proposed development is within close proximity to several recreational areas. The proposed development should coordinate with DeKalb County, Rockdale County, the Arabia Mountain Heritage Area Alliance, and Panola Mountain State Park to ensure future preservation and greenspace goals are met. Issues identified during the review include connections to the proposed trail system along the South River and viewsheds. It is recommended that the developer incorporate a trail system within the property along the South River so that residents can easily connect to the trail system proposed on the south side of the river. Information submitted by the developer discussing the trail system proposal is included at the end of the report. Also, viewsheds are important to preserving character of the area. This includes views along the South River as well as the Arabia Mountain and Panola Mountain views. The development proposes an undisturbed buffer along the South River which should protect the South River corridor and viewsheds. Also, clear cutting of trees should be minimized during construction and development of the site.

Due to the size and intensity of the development, it is strongly recommended that the developer work either with an existing transit service or work to provide a shuttle service to the Stonecrest area, Panola Road Park n Ride or the existing MARTA service in Lithonia.

FINAL REPORT

Regional Development Plan Policies

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

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

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

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

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

6. Promote the reclamation of Brownfield development sites.

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

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

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

10. Promote sustainable and energy efficient development.

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

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

13. Provide strategies to preserve and enhance historic resources

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

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

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

17. Coordinate local policies and regulations to support Regional Policies

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

BEST LAND USE PRACTICES

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

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

BEST TRANSPORTATION PRACTICES

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

BEST ENVIRONMENTAL PRACTICES

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

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

BEST HOUSING PRACTICES

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

LOCATION

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

The proposed project is located in southeast DeKalb County along Browns Mill Road adjacent to the Rockdale County line.

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 located both in DeKalb and Rockdale County. At this time, development is only being proposed in 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.

The proposed development is adjacent to Rockdale County, which is designated for low density residential with a maximum density of one unit per acre. The proposed development could add pressure to develop the surrounding area, including parts of Rockdale County, to a higher use than intended by the jurisdiction's Future Development Plan.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is $500 million. Expected annual local tax revenues were not submitted for the review.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

The proposed development will add housing and commercial development in an area characterized by suburban and rural development. The proposed development is also surrounded by natural and historical amenities. It is important that the developer work with all the parties affected by the development to ensure preservation of these amenities while meeting local and regional goals.

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.

Stream Buffers and Watershed Protection

The proposed project site is not located within any water supply watershed and therefore no Part 5 Criteria apply. The property abuts the Yellow River on its south side and a tributary of the Yellow River along a portion of its northeastern northern boundary. A 75-foot buffer, which conforms to DeKalb's stream buffer requirement, is shown along both the unnamed tributary and the South River on the proposed project plans. Any other unmapped streams that are subject to the requirements of the DeKalb ordinance also require the DeKalb buffers. All state waters on the property are subject to the State Erosion and Sedimentation Act 25-foot stream buffer, which is administered by the Environmental Protection Division of Georgia DNR.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Land use areas were estimated based on the project plans. The total area of the land uses listed on the plans is less than the gross site area in DeKalb, but more than the net DeKalb portion of the property. Adding in the Vernon Jones

Parkway right-of-way and the power line easement brought the total closer to the listed gross acreage. Actual loading factors will depend on the amount of impervious surface in the final project design. 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
Agric./Pasture (Power Easement)	6.91	3.04	15.06	89.83	2259.57	0.00	0.00
Commercial	76.09	130.11	1323.97	8217.72	74796.47	93.59	16.74
Medium Density SF (0.25-0.5 ac)	107.02	144.48	632.49	4601.86	85723.02	36.39	8.56
Roads	16.95	30.51	310.35	1932.30	17526.30	21.87	3.90
Townhouse/Apartment	188.88	198.32	2022.90	12654.96	114272.40	143.55	26.44
TOTAL	395.85	506.47	4304.78	27496.67	294577.76	295.39	55.64

Total % impervious 40%

Water quality ponds are identified on the project plans. In the design of these ponds and other stormwater runoff quality measures, the project should include the stormwater management controls (structural and/or nonstructural) found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual in order to fully address post-construction stormwater runoff quality. Where possible, the project also should use 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.

Klondike Historic District located at Klondike and South Goddard Roads.

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

The Klondike Historic District is significant in the area of architecture because its houses and commercial buildings represent architectural styles and house types popular in Georgia from the late 19th century through World War II. It is significant in the area of community planning and development as an example of crossroad community that formed when DeKalb County was first opened to settlement in the 1820s. The Klondike Historic District is part of a larger effort of the Arabia Mountain National Heritage Area. The Arabia Mountain Heritage Area encompasses land in DeKalb, Rockdale, and Henry Counties, and provides opportunities for recreation, environmental education, and heritage preservation. The Davidson- Arabia Mountain Nature Preserve, located on 2,000 acres in DeKalb County, is the core of the Heritage Area.

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

It is strongly recommended that the developer work with the surrounding neighborhoods, jurisdictions, and the Arabia Mountain Heritage Area Alliance to further revise the plan to meet the principles and goals of the National Heritage Area.

INFRASTRUCTURE

Transportation

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

There will be a total of three access points with the main site driveway located along Browns Mill Road (SR 212). A second access point is proposed along Daniels Bridge Road and a third located at Setters Way. Also proposed is a parkway connecting Browns Mill Road with Daniels Bridge Road.

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

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

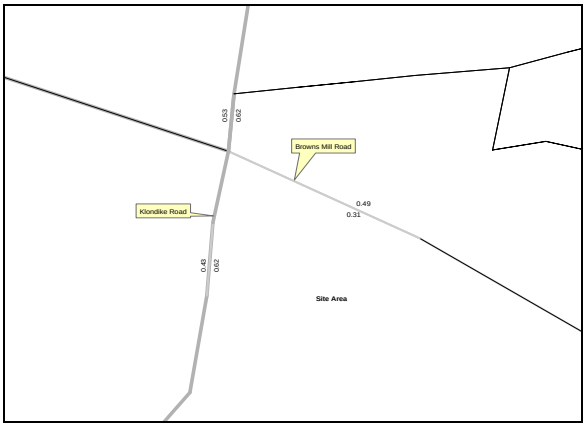
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	Total
Single-Family Detached Homes *269 units*	50	148	198	164	97	261	2,584
Apartments *312 units*	31	126	157	123	66	189	2,025
Townhomes *356 units*	24	119	143	114	56	170	1,889
Senior Adult Housing *605 units*	50	81	131	110	70	180	2,501
Retail *554,799 square feet*	267	171	438	931	1,009	1,940	20,684
Internal Capture	*0*	*0*	*0*	*-205*	*-205*	*-410*	*-4,138*
Pass-By Trips	*0*	*0*	*0*	*-65*	*-65*	*-130*	*-1,512*
TOTAL NEW TRIPS	**422**	**645**	**1,067**	**1,172**	**1,028**	**2,200**	**24,034**

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

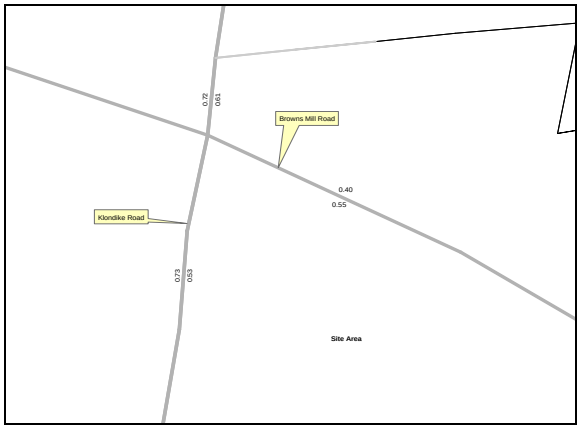
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

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

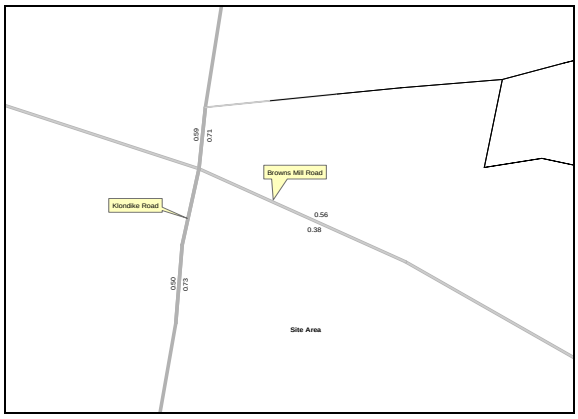
V/C Ratios



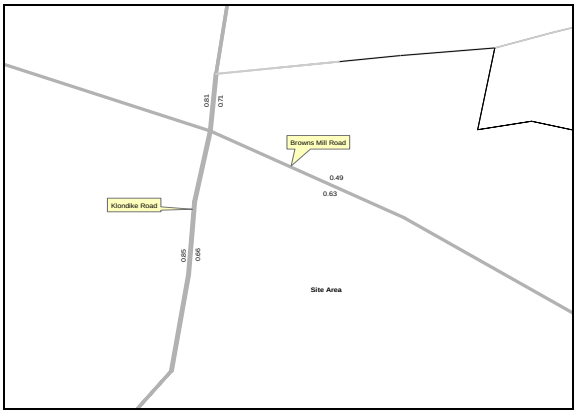
2005 AM Peak



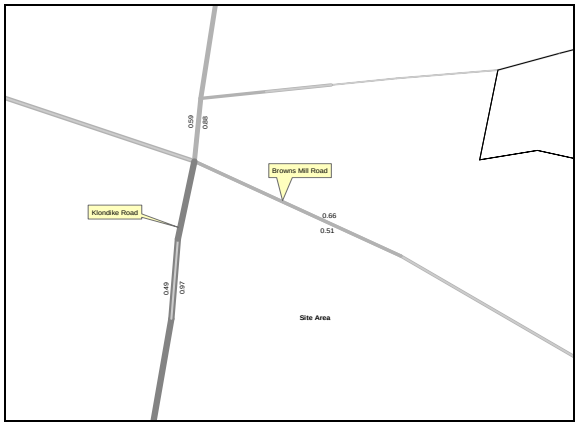
2005 PM Peak



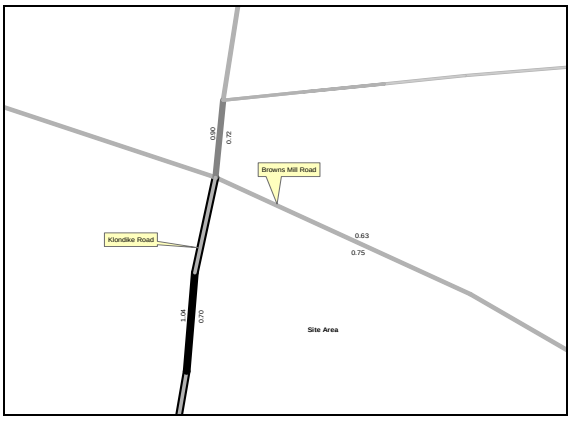
2010 AM Peak



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 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
DK-065B	PANOLA ROAD: SEGMENT 2	Roadway Capacity	2011
DK-065C	PANOLA ROAD: SEGMENT 3	Roadway Capacity	2011
DK-328	LITHONIA INDUSTRIAL BOULEVARD EXTENSION - PHASE III	Roadway Capacity	2010

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
DK-065A	PANOLA ROAD: SEGMENT 1	Roadway Capacity	2014
RO-138A	SR 138 (STOCKBRIDGE HIGHWAY)	Roadway Capacity	2030
RO-138B	SR 138 (STOCKBRIDGE HIGHWAY)	Roadway Operations	2016

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 The Preserve at Elijah Mountain.

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.

Scott Highway at Smyrna Road

- Install a southbound left-turn lane along Scott Highway.
- Install a northbound right-turn lane along Scott Highway.
- Install a westbound right-turn lane along Smyrna Road.
- Install a traffic signal when warranted.

Browns Mill Road at Evans Mill Road

- Install an eastbound left-turn lane along Browns Mill Road.
- Install a southbound right-turn lane along Evans Mill Road.

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

Browns Mill Road (SR 212) @ Panola Road (Intersection #1)

- Install an additional eastbound through lane along Browns Mill Road (SR 212). This lane would begin before the intersection and end after the intersection.

- Install a westbound right-turn lane along Browns Mill Road (SR 212).
- Add protected-permitted left-turn phasing (green arrow) for the southbound and westbound approaches.

Browns Mill Road (SR 212) @ Evans Mill Road (Intersection #9)

- To satisfy GRTA's level-of-service 'D' standard, a traffic signal would need to be installed. However, a traffic signal will likely not be warranted based on the projected 2012 Build conditions due to low side street left-turning volumes; therefore, no improvements were recommended. A traffic signal warrant analysis report should be performed prior to a traffic signal being installed at this location.

Browns Mill Road (SR 212) @ Proposed Parkway (proposed driveway, Intersection #11)

- Northbound: Install a left-turn lane along the proposed parkway. Reserve width to allow for possible dual left-turn lanes exiting the site for future conditions beyond the 2012 Build-out year.
- Westbound: Install dual left-turn lanes along Browns Mill Road.
- Eastbound: Install a right-turn lane along Browns Mill Road.
- Install a traffic signal when warranted. (Note: Peak hour volume warrants are projected to be met in the 2012 Build year during the peak conditions; however, installation of a traffic signal at this location should be considered prior to full build-out.)

Proposed Parkway @ Street 'B' (Intersection #12)

- Northbound: Install a left-turn lane, two through lanes, and a right-turn lane along Parkway.
- Southbound: Install a left-turn lane, two through lanes, and a channelized (yield-controlled) right-turn lane along Parkway.
- Westbound: Install a left-turn lane, one through lane, and a right-turn lane.
- Eastbound: Install dual left-turn lanes, one through lane, and a right-turn lane.
- Install a traffic signal when warranted. (Note: Peak hour volume warrants are projected to be met in the 2012 Build year during the peak conditions; however, installation of a traffic signal at this location should be considered when a majority of the retail space is opened.)

Klondike Road @ Proposed Parkway (proposed driveway, Intersection #16)

- Northbound: Install a right-turn lane along Klondike Road.
- Southbound: Install a left-turn lane along Klondike Road.
- Westbound: Install a right-turn lane and left-turn lane along the Proposed Parkway.
- Install a traffic signal when warranted. (Note: Peak hour volume warrants are projected to be met in the 2012 Build year during the peak conditions; however, installation of a traffic signal at this location should be considered prior to full build-out.)

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

MARTA route 216 provides express service from Downtown Lithonia, approximately 6 miles north of the proposed site, to Downtown Atlanta. Service is provided on weekdays every 20 minutes.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
Bike/ped networks that meet Mixed Use or Density target	4%	4%
Total		**8%**

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

In a previous review of this proposed development, there were some concerns related to traffic flow operations in addition to the high cost of the proposed parkway and the widening of Browns Mill Road. The traffic consultant has revised the traffic study with density adjustments and a revision to the proposed parkway in question. It is strongly suggested that the proposed recommendations presented in the traffic study with the revised improvements be carefully considered and re-examined by the local jurisdictions affected. In addition, proper coordination between the developer and the local jurisdiction will be essential in ensuring proper roadway connections and efficient regional traffic flow.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 1.02 MGD.

Which facility will treat wastewater from the project?

Pole Bridge will provide wastewater treatment for the proposed development.

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

The capacity of Pole Bridge Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

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

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

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 1.23 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 670,280 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

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

No comments were received during the review concerning unusual intergovernmental impacts; however, it is likely that the proposed development will have significant impacts on existing community services and the school system.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 1,542 housing units that will include single family homes townhomes and apartments.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers.

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

The site proposed for the development is located in Census Tract 234.18. This tract had a 120.9 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 81 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

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

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

Mahaffey Pickens Tucker, LLP
ATTORNEYS AT LAW

Jeffrey R. Mahaffey
Steven A. Pickens
R. Lee Tucker, Jr.
Gerald Davidson, Jr.,
of Counsel

Writer's e-mail: ltucker@mptlawfirm.com

Matthew P. Benson
Kelly O. Faber
Jason A. Mirabella
Beth A. Blalock
Christopher T. Wilson

August 24, 2007

M. Haley Fleming, AICP
Principal Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Re: DRI #1325 Elijah Mountain/Daniels Bridge Road Tract

Dear Haley,

At our August 7, 2007 meeting regarding the above-referenced DRI, you asked my client to supply additional information for use by ARC in connection with the review process.

Regarding my client's acquisition of approximately 44.7 acres through which it will gain access from Klondike Road to the subject property, I have enclosed herewith a redacted copy of the purchase agreement between my client and the seller for your information and review.

My client is agreeable to the draft Proposed Conditions to the GRTA Notice of Decision which were circulated by GRTA on August 20, 2007 and include that (i) the proposed internal parkway be constructed from SR 212 through the property to connect with Klondike Road and (ii) trail connections to the South River Greenway Corridor be provided along the property's river frontage. With respect to (ii), I am enclosing herewith a cross-section of the trail which my client intends to install in satisfaction of said condition (the approximate location of the trail is depicted in the current draft of the site plan).

Assuming that ARC finds this project to be "in the best interest", my client also agrees that the current draft of the site plan which is being reviewed by ARC is the plan which it intends to submit to DeKalb County for consideration in the land use plan and rezoning amendment process subsequent to completion of the DRI process. We have also requested that DeKalb County respond to your email of August 1, 2007 regarding any required regional review of the anticipated land use plan amendment which my client intends to pursue in order to develop the property as currently proposed.

I hope this letter addresses the outstanding issues relating to ARC's review of this project. To the extent you have any questions or need any additional information, please feel free to contact me. With regards, I remain

Sincerely yours,

MAHAFFEY PICKENS TUCKER, LLP

R. Lee Tucker, Jr.

RLT\adh
Enclosures

1550 North Brown Road, Suite 125, Lawrenceville, Georgia 30043
TELEPHONE 770 232 0000
FACSIMILE 678 518 6880
www.mptlawfirm.com

AGREEMENT FOR PURCHASE AND SALE

THIS AGREEMENT is made and entered into this 11th day of July, 2007 by and between Richard R. Leger an Individual, (the "Seller") and BrownsMill 212 Property, LLC. (the "Purchaser").

In consideration of the mutual covenants herein contained and other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. **AGREEMENT TO BUY AND SELL**

Seller hereby agrees to sell and Purchaser hereby agrees to purchase all that tract or parcel of land containing 44.7 acres more or less lying and being identified as Parcel 11 232 01 002 and Parcel 11 232 01 010 in Dekalb County, Georgia (the Property), being more particularly described in Exhibit "A" attached hereto and made a part hereof by reference.

2. **EARNEST MONEY**

Within five (5) business days of the execution hereof Purchaser will deposit with Mahaffey Pickens Tucker, LLP the cash sum of [redacted] Dollars as earnest money to be held and applied to the purchase price in accordance with the provisions hereof. In addition, if Purchaser has not terminated this Agreement within the Inspection Period, Purchaser will deposit an additional [redacted] Dollars on or before [redacted] as an additional deposit. Once deposited with the Escrow Agent, both the deposits in the total amounts equaling [redacted] Dollars shall be considered the earnest money and shall be held and applied to the purchase price in accordance with the terms herein.

3. **TITLE**

Seller agrees to convey to Purchaser good and marketable fee simple title to said Property and Purchaser shall have a reasonable time in which to examine said title prior to such conveyance. If Purchaser finds any legal defects to title, Seller shall be furnished with a written statement thereof and given a reasonable time in which to correct same. In the event Seller fails to correct such defects, Purchaser may, at Purchaser's option, accept the title to the Property at full purchase price with said defects or terminate this Agreement whereupon all earnest money paid hereunder shall be returned to Purchaser, and this Agreement shall become null and void.

4. **CLOSING**

(a) Purchaser and Seller shall consummate and close the sale contemplated by this Contract on or before [redacted].

(b) The Limited Warranty Deed to be executed by Seller shall convey to Purchaser title insurable by a reputable title insurance company free and clear of all liens, restrictions and encumbrances except those title exceptions approved by Purchaser.

(c) Seller shall pay the Georgia transfer tax imposed on the Warranty Deed and Seller's share of the ad valorem taxes on the Property. Purchaser shall pay all other closing costs including recording fees.

(d) As of the date of closing, Purchaser and Seller shall prorate ad valorem taxes on the Property for the year in which the closing occurs.

(e) Seller and Purchaser agree that such papers as may be legally necessary to carry out the terms of this Contract shall be executed by Seller and Purchaser prior to or at the time of closing.

5. **INSPECTION**

Commencing upon the acceptance date of this Contract, Purchaser shall have the right to go on the Property during the term of this Contract personally or through agents, employees and contractors for the purpose of making soil tests and such other tests, analyses and investigations of the Property as Purchaser deems necessary. Purchaser shall pay all costs incurred in making such tests, analyses and investigations and shall indemnify and hold Seller harmless from any loss or damage to person or property occasioned by such activities. Purchaser must notify Seller within Sixty (60) days from the acceptance date of this Contract if the Property is not suitable for Purchaser's intended use, and if so notified, this Contract shall become null and void, and all earnest money shall be immediately refunded to the Purchaser. However, if Purchaser does not notify Seller within said period, then all earnest money shall become non refundable except as otherwise provided herein, but Purchaser shall retain the right to continue such inspection.

6. **CONDITION AND POSSESSION OF THE PROPERTY**

At closing, Seller shall deliver to Purchaser possession of the Property in substantially the same condition as on the date of this Contract. If all or any material portion of the Property shall be condemned, damaged or destroyed prior to the closing, Purchaser may elect to (i) terminate this Contract, or (ii)

receive such insurance proceeds or condemnation award as may be paid or payable with respect to such condemnation, damage or destruction. Purchaser's election under this paragraph shall be exercised by written notice to Seller within ten (10) days after receipt of written notice from Seller of such condemnation, damage or destruction or of written notice of the amount of the insurance or condemnation award payable with respect to such condemnation, damage or destruction, whichever is later. If Purchaser elects to terminate this Contract under this paragraph, all earnest money paid hereunder shall be immediately refunded to Purchaser.

7. **DEFAULT**

If the sale contemplated by this Contract is not consummated through default of Seller, Purchaser's earnest money deposit shall be promptly refunded to Purchaser, and Purchaser may avail itself of its remedies at law or equity against Seller. If said sale is not consummated because of Purchaser's default, then exact damages being difficult to ascertain, Seller shall retain Purchaser's earnest money as its sole liquidated damages and Seller shall have no further right, remedy or recourse against Purchaser by virtue of this Contract.

8. **NOTICE**

Any notice required or permitted to be given hereunder shall be sufficient if hand delivered or in writing and sent by U.S. Certified Mail, postage prepaid, to the party being given such notice at the following address:

Seller: Richard R. Leger
[redacted]

Purchaser: BrownsMill 212 Property, LLC
[redacted]

Any party may change said address by giving the other party hereto notice of such change of address. Notice given as hereinabove provided shall be deemed received by the party to whom it is addressed on the date on which said notice is hand delivered or deposited in the U.S. Certified Mail, return receipt requested

with proper postage affixed thereto.

9. **PURCHASE PRICE**

The purchase price shall be based upon [redacted] Dollars per acre as determined by the survey as described below. The purchase price shall be paid as follows: all cash at Closing.

10. **SURVEY**

Property will be surveyed by Purchaser at his sole expense with the survey indicating the total number of acres in the Property to the nearest 1/100th of an acre. Such survey shall be performed by a Georgia registered and licensed surveyor, selected by Purchaser at Purchaser's expense. After the number of acres is established by such survey, the purchase price shall be determined by multiplying the number of acres shown on such survey to the nearest 1/100th of an acre times the per acre purchase price herein. Such survey shall be accomplished and presented to Seller thirty (30) days prior to Closing.

11. **BROKER'S ADVICE**

Seller and Purchaser acknowledge that they have not relied upon the advice or representations, if any, of Broker, or of any Associate Broker, or Salesperson, concerning (i) the legal and tax consequences of the sale of the Property, (ii) purchase and ownership of the Property, (iii) the availability of the utilities to the Property, or (iv) the investment potential or resale value of the Property. Seller and Purchaser both acknowledge that if such matters have been a concern to them, they have sought and obtained independent advice relative thereto.

12. **HEIRS AND ASSIGNS**

This agreement shall bind and inure to the benefit of Seller, Purchaser and Brokers, and their respective heirs, executors, legal representatives, successors and assigns.

13. **TIME OF ESSENCE**

Time is of essence of this Agreement.

14. **SOLE AGREEMENT**

This Agreement constitutes the sole and entire agreement between the parties hereto with respect to the subject matter hereof, and no modification of this Agreement shall be binding unless signed by all parties to this Agreement. No representation, promise, or inducement not included in this

Agreement shall be binding upon any party hereto.

15. **POSSESSION**

Possession of the Property shall be granted by Seller to Purchaser at the time of closing of this Contract.

16. **REAL ESTATE BROKER**

Purchaser and Seller covenant and agree that they have dealt with no real estate broker other than Boyajan Realty, LLC, Attention: William C. Boyajan (the "Broker") in connection with the purchase and sale of the Property under the terms of this Contract and shall hold each other harmless and indemnify one another against the claims of any other real estate broker arising by virtue of any act or alleged act of said party. Broker represents Seller in this transaction and shall be paid by Seller a commission equal to [redacted] of the total Purchase Price which shall be due in cash at closing. Said commission shall be due only in the event of such closing.

17. **WARRANTIES**

Seller warrants as follows:

(a) Seller has no knowledge of any actual or threatened action, litigation, rezoning, condemnation or proceeding in existence at this time or existing within the last year that would or could affect the Property, and Seller shall reaffirm such warranty and representation at closing;

(b) Seller knows of nothing that would prevent development of the Property;

(c) There will be no encumbrances or liens against said Property at time of closing;

(d) Not to transfer, encumber, or convey the Property or any interest therein, or contract or otherwise agree to do so;

(e) Not to construct any improvements on, or make any changes to the Property;

(f) Not to seek, consent to, or otherwise concur in any zoning variance or change without Purchaser's prior written consent;

(g) Seller has made no investigations of the Property and does not warrant that water, sewer and other drainage facilities, electricity, gas, telephone and other utilities are available to the Property (and can be connected to the Property and said improvements) either (i) directly from the contiguous right-of-way

of a public street or through publicly dedicated (and accepted) recorded easements in favor of the provider of such utility service or (ii) indirectly by means of valid recorded transferable unencumbered written easements;

(h) The Property is not currently under lease and the Seller will not enter into any new leases without the Purchaser's prior written consent;

(i) Seller represents that to the best of its knowledge that no areas exist on the Property where hazardous substances or waste have been generated, disposed of, released or found and Seller has no knowledge and has received no notice of the existence of any such hazardous substances or waste on the Property;

(j) The Property is zoned R-85, unconditional;

(k) A portion of the Property does lie within a flood plain area;

(l) Neither the entering into of this Contract nor the consummation of the transaction contemplated hereby will constitute or result in a violation or breach by Seller of any agreement or restriction to which either Seller or the Property is subject; and

(m) Seller has been informed by the power company that said power company plans to install a new single pole power line that may cross lot 10, as noted above, and alongside the right of way for Klondike Road. Seller agrees to provide Purchaser with contact information for the power company such that Purchase can perform their own investigation of the effect of such new single power pole on the Property, if any.

18. **SPECIAL STIPULATIONS**

(a) The Purchase price of the Property shall include all existing improvements on the Property.

(b) [redacted]

(c) Intentionally Left Blank.

(d) Purchaser shall have the right to transfer or assign its interest under this Agreement. Any condition for Purchaser's benefit herein may be waived by the Purchaser at or before closing.

(e) Intentionally Left Blank.

(f) Purchaser will cooperate with Seller in a "like-kind" exchange of property if Seller so requests. However, the Purchaser will have no additional liability under such a transaction, and the Seller will pay all costs in connection with such a transaction. This Contract will not be extended as a result of this exchange transaction.

This instrument shall be regarded as an offer by the Purchaser or Seller who first signs to the other, and is open for acceptance by the other until five o'clock p.m. on the 13th day of July, 2007, by which time written acceptance of such offer must have been actually received by the other party.

ACCEPTED this 11th day of July, 2007.

SELLER:
Richard R.Leger

Richard R Leger

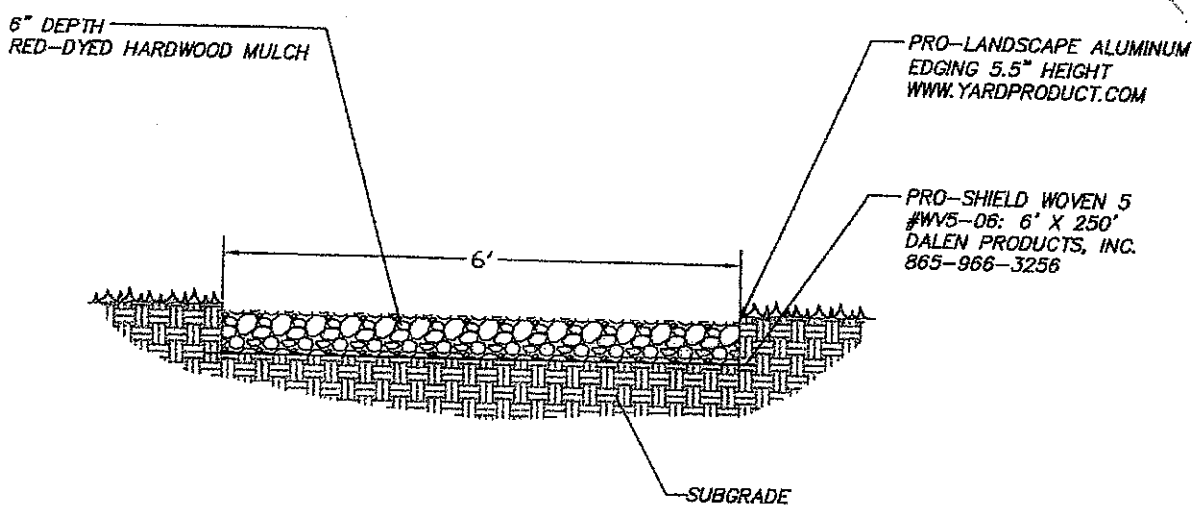
By:

PURCHASER:
BrownsMill 212 Property, LLC

By: 7-11-07

BROKER:
Boyajan Realty, LLC

By: Member 7.11.07



6' MULCH PATH

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DeKalb County Planning & Development Department

Vernon Jones
Chief Executive Officer

Patrick Ejike
Director

September 11, 2007

Dan Reuter, AICP
Land Use Division Chief
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

Dear Mr. Reuter:

This letter is to notify you that DeKalb County has initiated its process for the Comprehensive Plan Amendment. The attached agenda item E-16 was placed on DeKalb County Board of Commissioner's meeting calendar on September 11, 2007. This item E-16 was deferred to the Planning and Land Use Committee. We will forward to you the complete package as soon as our Board of Commissioners approves transmittal to ARC.

Attached is a copy of the proposed amendments to the DeKalb County 2025 Comprehensive Plan for the year 2007. These amendments have been prepared in accordance with the Georgia Planning Act, that require major amendments that alter the basic tenets of the overall plan or a significant portion of the land or if they have the potential to affect another local government to be submitted to the Atlanta Regional Commission for review.

Future Development amendments for the year 2007 to be considered for approval include the following:

1. Chamblee Tucker Road and Interstate 285 – Town Center Extension
2. Memorial Drive and Interstate 285 – Town Center Extension
3. Browns Mill Road at Rockdale County Line – Town Center Addition (New)
4. Rock Chapel Road and Pleasant Hill Road – Town Center Addition (New)
5. North Decatur Road and Church Street – Town Center Addition (New)
6. Memorial Drive and Warren Street (City of Atlanta and DeKalb County Line) – Commercial Redevelopment Corridor (New)

Forward your comments to our office once your review is completed, so we may initiate our public process. Should you have any questions, feel free to contact me or Mr. Andrew Baker at (404) 371-2155.

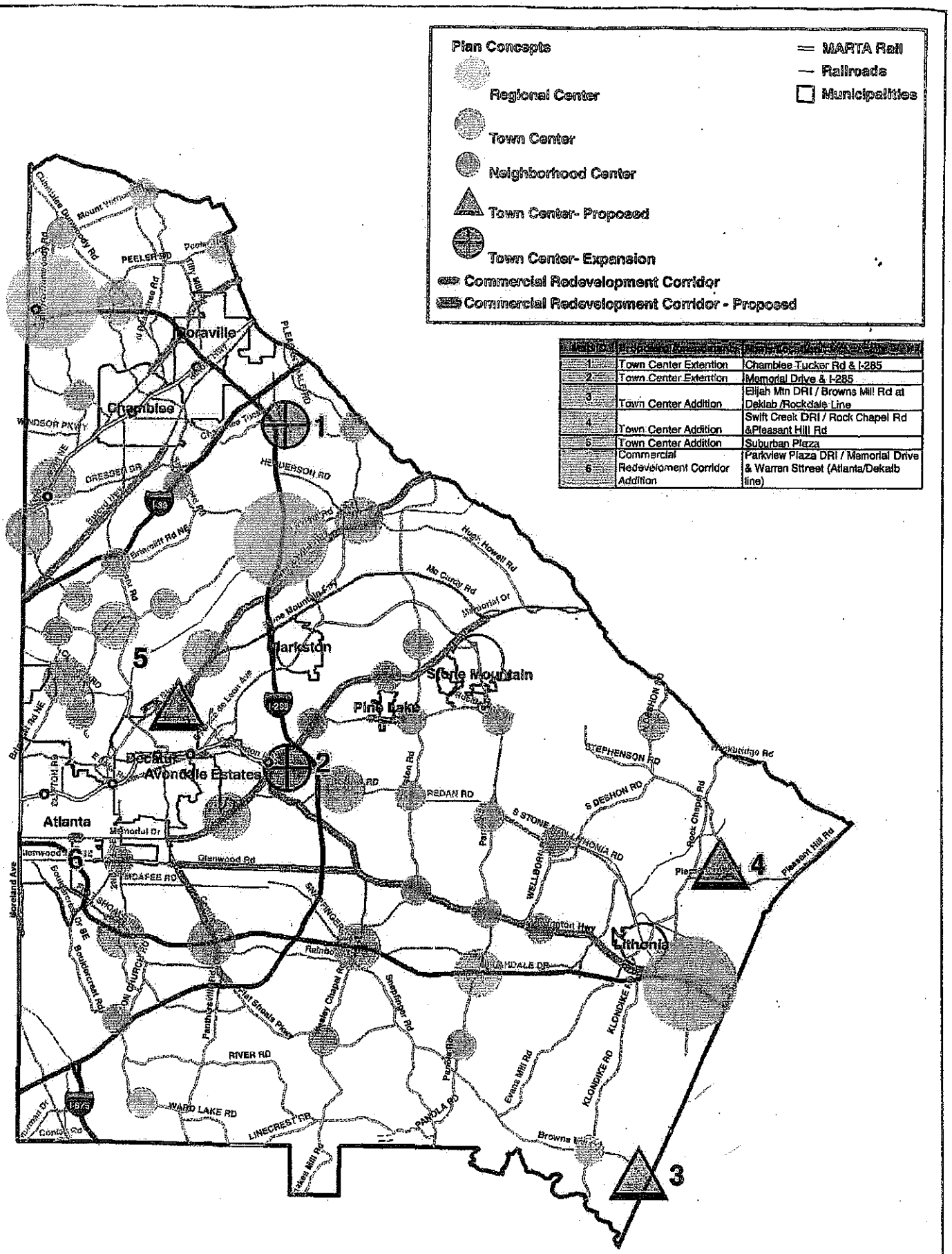
Sincerely,

Patrick Ejike
Director of Planning and Development

Attachments

cc: Andrew Baker, AICP – Associate Director of Planning
Cedric Hudson - Planning Manager

330 West Ponce de Leon Avenue – Suites 100-500 – Decatur, Georgia – 30030
[voice] 404.371.2155 – [Planning Fax] (404) 371-4556 [Development Fax] (404) 371-3007
Web Address http://www.co.dekalb.ga.us/planninganddevelopment
Email Address: planninganddevelopment@co.dekalb.ga.us



Map ID	Proposed Amendment	Name/Location
1	Town Center Extention	Chamblee Tucker Rd & I-285
2	Town Center Extention	Memorial Drive & I-285
3	Town Center Addition	Elijah Mtn DRI / Browns Mill Rd at Dekalb /Rockdale Line
4	Town Center Addition	Swift Creek DRI / Rock Chapel Rd &Pleasant Hill Rd
5	Town Center Addition	Suburban Plaza
6	Commercial Redevelopment Corridor Addition	Parkview Plaza DRI / Memorial Drive & Warren Street (Atlanta/Dekalb line)

N W E S

0 1 2 3 Miles

Created: 9/07/07
Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission

2025 DeKalb County Comprehensive Plan - Proposed Land Use Amendments

DeKalb County Georgia
Board of Commissioners
Regular Meeting

September 11, 2007

ADDENDA

Inspirational ..... Freddie Motin
Chaplain, DeKalb County Fire & Rescue Services

Appointments

C1. Appointment to Merit System Council – Kyle K. Jones
C2. Appointment to Merit System Council – John Leak

Consent Agenda

D5. Acceptance of Department of Human Resources Grant to Drug Court

Preliminary

E8. Resolution Concerning DeKalb County Funding of Grady Hospital
E9. Resolution Concerning State Funding of Grady Hospital
E10. Resolution Concerning Legislation for a Regional Hospital Authority
E11. Resolution Concerning Legislation for a Proportionate Reimbursement Program
E12. Resolution Concerning Grady Hospital's Neighborhood Clinics
E13. Resolution Concerning the Use of Grady Hospital's Real Estate Holdings
E14. Resolution Concerning the Use of the Relationship Between Grady Hospital, Emory University and Morehouse College
E15. Resolution Concerning the Pilot Program Concept
E16. Comprehensive Plan Update

SUBSTITUTES

Items for Decision

F1. Naming of County Buildings

REV. 10/02

DEKALB COUNTY

BOARD OF COMMISSIONERS

BUSINESS AGENDA / MINUTES

MEETING DATE: September 11 , 2007

ITEM NO. **E16**

HEARING TYPE
Preliminary

ACTION TYPE
Resolution

SUBJECT: Comprehensive Plan Update

DEPARTMENT: Planning and Development	PUBLIC HEARING: ☐ YES X NO
ATTACHMENT: X YES ☐ No PAGES: 16	INFORMATION CONTACT: Patrick Ejike Andrew Baker, AICP PHONE NUMBER: 404-371-2155

PURPOSE:

To consider authorizing the CEO to forward the transmittal resolution and revisions to the 2025 Comprehensive Plan and Future Development Concept Map (as amended) to the Atlanta Regional Commission (ARC) for initial review in compliance with the Georgia Planning Act and to advertise for the required public hearings.

NEED/IMPACT:

A transmittal resolution of land use amendments to the Future Development Concept Map is required for regional review. The Georgia Planning Act requires that major amendments that alter the basic tenets of the overall plan or a significant portion of the plan or if they have the potential to affect another local government be submitted to the Atlanta Regional Commission for review.

Future Development amendments to be considered for approval include the following:

1. Chamblee Tucker Road and Interstate 285 – Town Center Extension
2. Memorial Drive and Interstate 285 – Town Center Extension
3. Browns Mill Road at Rockdale County Line – Town Center Addition (New)
4. Rock Chapel Road and Pleasant Hill Road – Town Center Addition (New)
5. North Decatur Road and Church Street – Town Center Addition (New)
6. Memorial Drive and Warren Street (City of Atlanta and DeKalb County Line) – Commercial Redevelopment Corridor (New)

Proposed changes, if approved, will impact the DeKalb County 2025 Comprehensive Plan on the following pages:

1. Text changes in Chapter 4.3;
2. Revise Tables 4.1, 4.4, 4.5, 4.7; and
3. Revise Maps 4.1, 4.2, 4.5, 4.6, 4.8.

RECOMMENDATION (S):

To authorize the CEO to forward the transmittal resolution and revisions to the 2025 Comprehensive Plan and Future Development Concept Map (as amended) to the Atlanta Regional Commission (ARC) for initial review in compliance with the Georgia Planning Act and to advertise for the required public hearings.

DeKalb County Planning & Development Department

Vernon Jones
Chief Executive Officer

Patrick Ejike
Director

July 31, 2007

M. Haley Fleming, AICP [Haley@atlantaregional.com]
Principal Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Dear Ms. Fleming:

This letter is in response to your request for information regarding the Daniels Bridge DRI. This letter provides a statement about the proposed change, reasoning for the change, and Dekalb County's land use amendment process. As you are aware, the Board of Commissioners adopted the 2025 Comprehensive Plan May 2007. The 2025 Plan follows the new guidelines from DCA and is based on character areas including nodes/activity centers. The goal of this new plan is to allow for the development of mixed use self sustaining developments thereby protecting existing single family neighborhoods from encroachment of strip commercial activities.

Proposed Change

The Daniels' Bridge project proposes to change the area from Suburban character area to a Town Center mixed use activity center. The **Suburban** character area consists of areas where pressures from the typical suburban residential subdivision development have occurred and where such pressures are greatest. They are characterized by low pedestrian orientation, with predominant residential, scattered civic building and varied street patterns that are often curvilinear. The Suburban character areas allows up to 8 dwelling units per acre and limited retail uses that meet location criteria.

The **Town Center** designation would allow for the creation of a focal point for several neighborhoods with a concentration of activities such as general retail, commercial, professional office, higher density housing, and appropriate public and open space uses that are easily accessible by pedestrians. The Town Center activity center allows up to 60 dwelling units to the acre and moderate scale commercial and retail uses.

Reason for Change

The subject parcel consists of 396.55 acres in Dekalb County. Under the suburban designation, up to 3,172 residential units could be constructed. On the other hand, the proposed development includes 3,153 units of which 1,921 are senior housing units. According to ARC Regional Snapshot (July 2007), Dekalb County has one of the highest percentages of seniors in the region. This project helps meet the demand with 1,921 senior living units. In addition, these seniors should not impact the local road network nearly as much as 3,172 single family units under the Suburban designation. The proposed development provides for housing choices (single family homes, town homes, apartments, and senior living) in a mixed use environment. In addition, the applicant proposes 730,857 square feet of commercial space. The commercial is divided into two areas, a village mixed use concept internal to the project and a larger commercial area along Browns Mill Road. The construction of accessible commercial uses within the

330 West Ponce de Leon Avenue – Suites 100-500 – Decatur, Georgia – 30030
[voice] 404.371.2155 – [Planning Fax] (404) 371-4556 [Development Fax] (404) 371-3007
Web Address http://www.co.dekalb.ga.us/planning
Email Address: planninganddevelopment@co.dekalb.ga.us

development will decrease the amount of trips generated, will meet the demand of the surrounding area, and decrease the vehicle miles traveled. Again, the goal for Dekalb County is to decrease the amount of vehicular trips by developing self sustaining mixed use residential communities. The project is pedestrian oriented with sidewalks, a series of pocket parks, and pedestrian trails. The buildings are close to the urban edge within the village to create a pedestrian community. Overall, this project meets the intent, goals, and policies of the newly adopted 2025 Comprehensive plan.

Land Use Amendment Process

Currently, Dekalb County accepts land use amendments and zoning changes concurrently. In December of 2006, the Board of Commissioners adopted a revised calendar and checklist for amending the 2025 Comprehensive Plan. Listed below are the required steps:

1. Mandatory pre-application conference with Planning and Development Department staff by appointment
2. Applicant must hold a required meeting with surrounding neighborhood associations and residents. (Provide documentation of the meeting with application package)
3. Applicant submits a completed application to Dekalb County Planning and Development Department
4. Staff conducts site visit, review, and analyze application.
5. Staff posts the site and runs ad in newspaper
6. Applicant makes Presentation to Community Council
7. Public Hearing before the Planning Commission
8. Public Hearing before the Board of Commissioners.

The Board of Commissioners hears land use cases every other month. The next filing deadline for applications is September 13, 2007 and November 8, 2007. When projects meet the Development of Regional Impact threshold, staff does not schedule the application until after ARC review.

Should you have additional questions, please do not hesitate to call me at (404) 371-2155.

Sincerely,

Patrick Ejike

Patrick Ejike, Director
Planning and Development Department

cc: Andrew Baker, Associate Director, Planning and Development
Rob LeBeau
Laura Beall,
G. Wilder
Lee Tucker
Maxie Price

BOARD OF COMMISSIONERS
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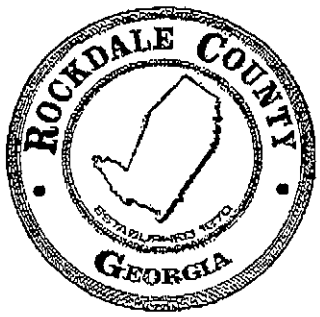


TELEPHONE: 770-929-4001
770-918-6447
770-929-4051
FACSIMILE: 770-483-4376

June 14, 2007

Ms. Haley Fleming, AICP
Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303

RE: DRI 1325 The Preserve at Elijah Mountain

Ms. Fleming,

On behalf of the Rockdale County Board of Commissioners and the citizens of Rockdale County, I would like to thank you for the opportunity to respond to the above Development of Regional Impact. I have some serious concerns with the proposed development as follows:

1. The proposed development is, as your staff has indicated, contrary to the regional Unified Growth Policy Map.

2. From comments made by DeKalb County Planning officials, it appears that DeKalb County is proposing to change their Future Land Use Plan after the DRI process; therefore, asking that the DRI be reviewed on proposed assumptions that DeKalb County may (or may not) adopt. This development is unique in the fact it proposes to introduce much higher densities and new zoning into South DeKalb where DeKalb County has identified only medium density residential on their own current Future Land Use Plan.

3. The proposed development is inconsistent with neighboring jurisdictions. The surrounding area in Rockdale County is identified on our current Future Land Use Map as Low Density Residential and on our current zoning maps as Agriculture Residential (A-R). The Low Density Residential category has a maximum gross density of 1 unit per acre. The Hwy. 212 corridor is identified as low density residential to help preserve the rural character of South Rockdale, and the presence of such a development in DeKalb County would only increase the undesirable pressure for higher density residential and commercial development from the DeKalb County line to the intersection of Hwy. 212 and Hwy. 138 in Rockdale County.

4. The layout of the proposed development does not provide direct access for "through traffic" on Hwy 212 to the commercial development that is centered in the overall project. The commercial element of the project will not draw traffic off of Hwy. 212, as suggested by the applicant, thus increasing the pressure for commercial development along Hwy. 212 in DeKalb County and into Rockdale County. After all, commercial will have already been introduced into the area with this project.

5. This project appears to encroach into the Arabia National Heritage Area, and the DRI application does not address this issue. Since this is a National Heritage Area, Rockdale

County believes input from the principals of the National Heritage Area concerning this project is essential.

6. A major issue is the direct impact to rural Rockdale County. The desire of the applicant and GRTA to access this property from Daniels Bridge Road in Rockdale County is unfathomable. Daniels Bridge Road is a 20-foot wide, open ditch, rural, dead-end road serving approximately 28 large acreage residential homes. Rockdale County has no project or desire to widen Daniels Bridge Road.

7. The DRI applicant has indicated the desire to develop a 245-acre parcel in Rockdale County as part of a future phase of the DeKalb County proposal, as high density residential. As noted above, this area of Rockdale County is projected as Low Density Residential on our Future Land Use Map. The Rockdale County Board of Commissioners intends to preserve this area of the county as shown on our Future Land Use Map.

8. The Rockdale County Board of Commissioners will not consider any inter-governmental agreements at this time. Rockdale County currently has no sanitary sewer for new residential development. In addition, Rockdale County does not have any future plans to extend sanity sewer capacity along Hwy. 212 towards DeKalb County.

In short, Rockdale County opposes the introduction of high density residential and commercial into an area of DeKalb County that has neither the infrastructure (existing roadways, transit availability, proper access to major roadways) to accommodate the development nor the proper future land use designation. The negative impacts on Rockdale County cast a shadow on our citizenry that cannot be ignored.

Once again, on behalf of the Rockdale County Board of Commissioners and the citizens of Rockdale County, I would like to thank you for the opportunity to respond to The Preserve at Elijah Mountain Development of Regional Impact. Please keep my staff (Marshall Walker and Scott Gaither) apprised of all meetings concerning this DRI.

Sincerely,

Roy J. Middlebrooks

Roy J. Middlebrooks
Chairman

SUMMARY OF PROPOSED NATIONAL REGISTER/GEORGIA REGISTER NOMINATION

1. Name: Klondike Historic District

2. Location: Klondike and South Goddard roads, Klondike, DeKalb County, Georgia.
USGS Quadrangle: Redan, Ga., Conyers, Ga.

3a. Description: The Klondike Historic District is a small crossroads community located in east DeKalb County three miles south of Lithonia. Houses are interspersed with wooded lots on both sides of Klondike and South Goddard roads, the principal streets in the L-shaped historic district. A stone commercial building constructed c.1900 is located at the crossroads. The oldest houses in the district were built in the late 19th century and conform to common Georgia house types, such as the center-hall, saddlebag, Queen Anne, gabled-wing, and New South house types. Granite, quarried at nearby Arabia Mountain, is a common building material for everything from foundations to walls to un-coursed rubble chimneys. Many houses in the district were built as farmhouses and include agricultural outbuildings such as single-, double-, and transverse-crib barns. Agriculture is no longer practiced in Klondike or DeKalb County. After World War II, residents subdivided their property for the construction of American Small Houses and ranch houses.

3b. Period of Significance: c1890-1955.

3c. Acreage: Approximately 425 acres.

3d. Boundary Explanation: The historic district boundary includes the intact buildings and property historically associated with the community of Klondike.

4a. National Register Criteria: A and C.

4b. National Register Areas of Significance: Architecture and Community Planning and Development.

4c. Statement of Significance: The community of Klondike was established by white settlers after the 1821 Land Lottery. The Lyons, Goddards, Sims, and Housworths were among the first families in the area and farmed corn, wheat, rye, and oats and built mills for grain and lumber. Beginning in the 1830s, cotton remained a major crop until the area was infested by the boll weevil in the 1930s. By the 1890s, granite quarrying at nearby Arabia Mountain had overtaken farming as the principal occupation of Klondike residents, who also used the stone for their houses and outbuildings. At its height in the first decades of the 20th-century, Klondike included a school, church and cemetery, several commercial buildings, a post office, and about two-dozen houses stretched out along Klondike and South Goddard roads. In the years after World War II, American Small Houses and ranch houses were built in Klondike as DeKalb County developed as a suburb of Atlanta. The name Klondike, given in 1898, was inspired by the late 19th-century Yukon gold rush in northwest Canada.

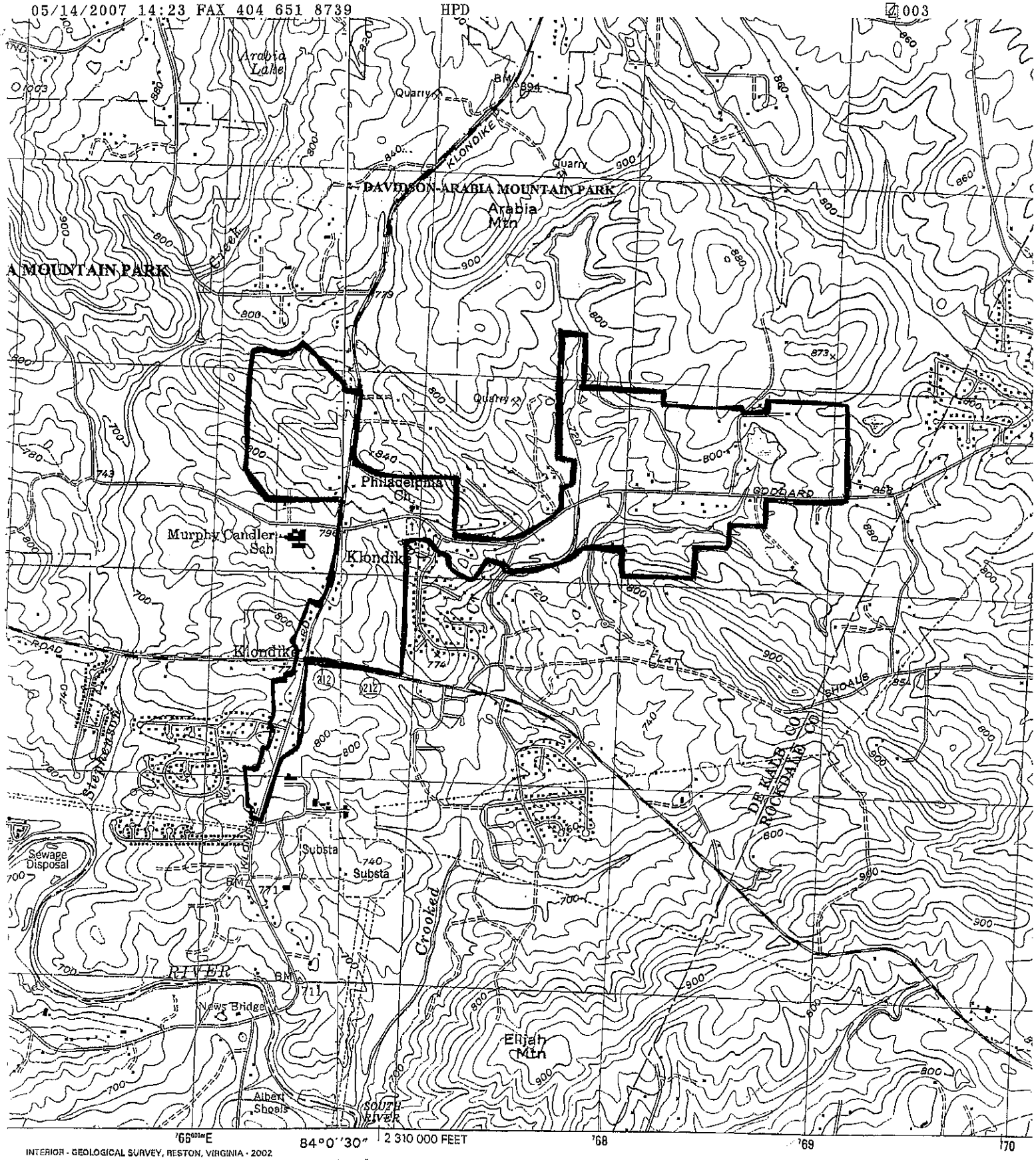
The Klondike Historic District is significant in the area of architecture because its houses and commercial buildings represent architectural styles and house types popular in Georgia from the late 19th century through World War II. Granite that was quarried at nearby Arabia Mountain was used to build many houses and outbuildings in the district. The Klondike Historic District is significant in the area of community planning and development as an excellent example of a crossroads community that formed when DeKalb County was first opened to white settlement in the 1820s.

4d. Suggested Level of Significance: Local level of significance because Klondike is significant in the context of the DeKalb County and the Arabia Mountain area.

4e. National Register Status: The Klondike Historic District nomination is part of a larger effort to designate Arabia Mountain as a national heritage area.

5. Sponsor: The nomination is sponsored by the Arabia Mountain Heritage Area Alliance and residents of Klondike. Nomination materials were prepared by students in the Heritage Preservation Program at Georgia State University in Atlanta.

Summary prepared November 2005/SM



INTERIOR - GEOLOGICAL SURVEY, RESTON, VIRGINIA - 2002

ROAD CLASSIFICATION

y — Light-duty road, hard or improved surface

way — Unimproved road

erstate Route — U.S. Route — State Route

Produced by the United States Geological Survey

Topography compiled 1955. Planimetry derived from imagery taken 1999 and other sources. Survey control current as of 1956 Boundaries current as of 2002

North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 16 10 000-foot ticks: Georgia Coordinate System of 1983 (west zone)

North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

MN GN

4° 71 MILS

1° 38' 29 MILS

UTM GRID AND 2002 MAGNETIC

Noel Holcomb, Commissioner

Georgia Department of Natural Resources
Historic Preservation Division
W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
34 Peachtree Street, Suite 1600 Atlanta, Georgia 30303
Telephone (404) 656-2840 Fax (404) 657-1040

ANNOUNCEMENT OF LISTING
IN THE GEORGIA REGISTER OF HISTORIC PLACES

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer, is please to announce that the following properties identified below was listed in the Georgia Register of Historic Places on January 27, 2006:

Carrollton Downtown Historic District, Carroll County

Klondike Historic District, DeKalb County

Boston Historic District, Thomas County

Macon Railway and Light Company Substation, Bibb County

Effingham County Jail, Effingham County

61 16th Street Apartment Building, Fulton County

Cox-Carlton Hotel, Fulton County

Southern Spring Bed Company, Fulton County

Marian Apartments, Spalding County

Third District A & M School (Georgia Southwestern), Sumter County

Federal Road at Talking Rock, Pickens County

W. Ray Luce

Dr. W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
Historic Preservation Division

Your DRI ID NUMBER for this submission is: 1325
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 2/1/2007 4:23:17 PM

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:	Daniels Bridge Road Tract

Development Type	Description of Project	Thresholds
Mixed Use	Approx. 658 acre development in Rockdale and DeKalb Counties. Current phase to include 571590 of commercial space 408 apartments 2066 senior living units 612 townhomes and 291 single family residential lots in DeKalb County. Future development on Rockdale County Tract not expected to exceed 600 single family residential lots.	View Thresholds

Developer / Applicant and Mailing Address:	Haw Creek Development, LLC 1255 Lakes Parkway, Suite 375 Lawrenceville, GA 30043
Telephone:	678-344-1005
Fax:	678-344-8546
Email:	wjones@cotterproperties.com
Name of property owner(s) if different from developer/applicant:	
Provide Land-Lot-District Number:	15th district; LL 611, 612, 613 & 614
What are the principal streets or roads providing vehicular access to the site?	State Hwy. 212 aka Browns Mill Road
Provide name of nearest street(s) or intersection:	Klondike Road
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?	N
If yes, how close is the boundary of the nearest other local government?	on-site
If no, provide the following information:	
In what additional jurisdictions is the project located?	Rockdale County
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: 60% land size or 88% density
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:	
What is the name of the water supplier for this site?	DeKalb County Water and Sewer
What is the name of the wastewater treatment supplier for this site?	DeKalb County Water and Sewer
Is this project a phase or part of a larger overall project?	Y
If yes, what percent of the overall project does this project/phase represent?	60% (land size) 88% (density/land use)
Estimated Completion Dates:	This project/phase: Jan 2010 Overall project: Jan 2012

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	2007

Service Delivery Strategy

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

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	
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):	

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form 2a)

This form is to be completed by the city or county government for submission to the appropriate Regional Development Center (RDC) and the DCA. It is intended for use by local governments that are located within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). This form identifies potential impacts the project is likely to have and is the official request to start the DRI process. However, the process will not be formally initiated until the RDC and GRTA determines that the submission is complete. This form can not be submitted until the pre-application conference with the RDC, GRTA and the local government has been held, and all required project information is available for review.

Local Government Information

Submitting Local Government:	DeKalb County
Individual completing form:	
Telephone:	
Fax:	
Email (only one):	(required submittal confirmation sent here)

Proposed Project Information

Name of Proposed Project:	The Preserve at Evans Mountain
DRI ID Number:	1325
Developer/Applicant:	Browns Mill 212 Property, LLC
Telephone:	(770) 232-0000
Fax:	(678) 518-6880
Email(s):	ltucker@mpt lawfirm.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.)	Yes ☒ No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Yes No

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

Economic Impacts

Estimated Value at Build-Out:	$500,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	
Is the regional work force sufficient to fill the demand created by the proposed project?	☒ Yes ○ No

If the development will displace any existing uses, please describe (using number of units, square feet, etc):
This project will not displace any existing uses as the site is currently undeveloped; however, the project contemplates @ 3,252,207 square feet of development on @ 338 acres in DeKalb County.

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)?	1.23 mgd
Is sufficient water supply capacity available to serve the proposed project?	☒ Yes ○ No
If no, are there any current plans to expand existing water supply capacity?	○ Yes ○ No

If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	DeKalb County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	[illegible]
Is sufficient wastewater treatment capacity available to serve this proposed project?	[X] Yes [ ] No
If no, are there any current plans to expand existing wastewater treatment capacity?	[ ] Yes [ ] No
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)	568 IN / 946 OUT [illegible] PEAK HOUR 659 IN / 1,400 OUT [illegible] PM PEAK HOUR
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	[X] Yes [ ] No
If yes, has a copy of the study been provided to the local government?	[X] Yes [ ] No

If transportation improvements are needed to serve this project, please describe below:

PLEASE SEE DRI TRANSPORTATION REPORT

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	670,280 tons/yr
Is sufficient landfill capacity available to serve this proposed project?	[X] Yes [ ] No
If no, are there any current plans to expand existing landfill capacity?	[ ] Yes [ ] No
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:	[ ] Yes [X] No

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	50 % (+/-)
Is the site located in a water supply watershed?	[X] Yes [ ] No

If yes, list the watershed(s) name(s) below:

SOUTH RIVER / OCMULGEE BASIN

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the

project's impacts on stormwater management:
STATE AND COUNTY BUFFERS SHALL BE MAINTAINED ON ALL STATE WATERS. WATER QUALITY TREATMENT SHALL BE PROVIDED FOR STORM WATER RUNOFF FROM THE SITE THROUGH EXTENDED DETENTION PONDS AS SHOWN ON THE PLANS.

Environmental Quality

Is the development located within, or likely to effect any of the following:	
1. Water supply watersheds?	☒ Yes ☐ No
2. Significant groundwater recharge areas?	☐ Yes ☒ No
3. Wetlands?	☒ Yes ☐ No
4. Protected mountains?	☐ Yes ☒ No
5. Protected river corridors?	☐ Yes ☒ No

If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:
SEE ABOVE FOR WATERSHED PROTECTION. THE FINAL DESIGN SHALL BE DONE TO MINIMIZE IMPACTS TO WETLANDS AND MITIGATION PROVIDED WHEN ENCROACHMENT IS UNAVOIDABLE.

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	☒ Yes ☐ No

Is the development located within, or likely to affect any of the following:	
1. Floodplains?	☒ Yes ☐ No
2. Historic resources?	☐ Yes ☒ No
3. Other environmentally sensitive resources?	☐ Yes ☒ No

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:
THE SITE IS LOCATED ALONG THE SOUTH RIVER AND INCORPORATES THE FLOOD PLAIN AREA FOR THIS RIVER. NO IMPROVEMENTS ARE PROPOSED IN THE FLOOD PLAIN WITH THE EXCEPTION OF A PERVIOUS PEDESTRIAN PATH.