



REGIONAL REVIEW NOTIFICATION

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

DATE: May 3 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.

SUPPLEMENTAL MEETING SCHEDULED

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review. During the initial preliminary review, several issues related to this development were found. In order to complete this review, a supplemental meeting has been scheduled.

Name of Proposal: Daniels Bridge Road MUD (The Preserve at Elijah Mountain)

Review Type: Development of Regional Impact

Meeting Date: Thursday, May 17, 2007

Time: 2:30pm

Location: Executive Conference Room, ARC Offices, 40 Courtland Street

Description: 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 located in southeast DeKalb County with site access proposed at three locations along Browns Mill Road, Daniels Bridge Road, and Setters Way, an internal road in the Chestnut Lake Preserve subdivision.

Submitting Local Government: DeKalb County

Date Opened: May 3 2007

Deadline for Comments: May 17 2007

Earliest the Regional Review can be Completed: Jun 3 2007

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
ROCKDALE COUNTY
PATH FOUNDATION

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
ARABIA MOUNTAIN HERITAGE ALLIANCE

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
DEKALB COUNTY SCHOOLS

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311.



REGIONAL REVIEW NOTIFICATION

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DATE: May 2 2007

ARC REVIEW CODE: R705021

TO: CEO Vernon Jones
ATTN TO: Karmen Swan White, Zoning
FROM: Charles Krautler, Director

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signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Daniels Bridge Road MUD (The Preserve at Elijah Mountain)

Review Type: Development of Regional Impact

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GEORGIA REGIONAL TRANSPORTATION AUTHORITY
DEKALB COUNTY SCHOOLS

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-05-16 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Daniels Bridge Road MUD (The Preserve at Elijah Mountain)** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE

Atlanta, GA 30303

Ph. (404) 463-3311 Fax (404) 463-3254

hffleming@atlantaregional.com

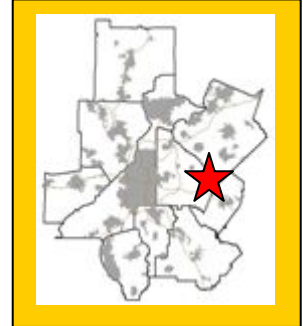
Return Date: *May 16 2007*

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

PRELIMINARY REPORT SUMMARY

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 located in southeast DeKalb County with site access proposed at three locations along Browns Mill Road, Daniels Bridge Road, and Setters Way, an internal road in the Chestnut Lake Preserve 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 Land Use Map which designates this area as LDR (low density residential). The Draft DeKalb County's Future Development Map designates the area as suburban.

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

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments

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

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

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

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

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?

The ARC staff preliminary recommendation is that the proposed development is not in the best interest of the region; and therefore, of the state.

ARC requested a draft of the age restriction covenant for the proposed senior housing. At this time, the document has not been received by staff.

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. The mixed use intensity proposed with this development is not consistent with the development types recommended for a suburban neighborhood. During a preliminary review, the closest commercial services are approximately 2 miles away in Rockdale County. The Stonecrest commercial area is approximately 5 miles away.

DeKalb County's Future Development Map designate 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. Rockdale County's Future Land Use Map calls for low density residential. There is not sewer availability for the portion of the property located in Rockdale County.

The traffic study completed for the DRI recommends the widening of Browns Mill Road from two to four lanes from the proposed Vernon Jones Parkway to Panola Road. ARC staff has concerns about

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the associated costs with such a widening project, which would be expected to be a multi-million dollar project. Also, ARC staff would also like confirmation as to the funding sources for the proposed Vernon Jones Parkway.

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.

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.

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PRELIMINARY 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.

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

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

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

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

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

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

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

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

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

BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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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.

To be determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$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?



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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?

To be determined during the review.

NATURAL RESOURCES

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

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



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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.

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Access to the development will be provided at three locations.

- Driveway 1 will be located along Browns Mill Road.
- Driveway 2 will be located on Daniels Bridge Road.
- Driveway 3 will be located along Setters Way.

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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	SAT Peak Hour		
	Enter	Exit	2-Way	Enter	Exit	2-Way	Total	Enter	Exit	2-Way
304 Single-Family Homes	56	166	222	184	108	292	2892	152	129	281
312 Apartments	31	126	157	123	66	189	2025	74	73	147
1,000 Town Homes	55	271	326	266	131	397	4544	180	153	333
1,537 Senior Adult Units	111	182	293	215	137	352	5525	132	132	264
730,857 sq ft Retail Space	315	201	516	1117	1210	2327	24742	1640	1513	3153
Reductions	-	-	-	-311	-311	-622	-6460	-365	-365	-730
TOTAL NEW TRIPS	568	946	1514	1594	1341	2935	33268	1813	1635	3448

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

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

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

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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 at Panola Road

- Install an additional eastbound through lane along Browns Mill Road.

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- Install a westbound right-turn lane along Browns Mill Road.
- Install an additional southbound left-turn lane along Panola Road.

Browns Mill Road at Klondike Road

- Install an additional eastbound through lane along Browns Mill Road.
- Install an additional westbound through lane along Browns Mill Road.
- Install a northbound right-turn lane along Klondike Road.

Klondike Road at Woodrow Drive

- Install an eastbound right-turn lane along Klondike Road.
- Install a northbound left-turn lane along Klondike Road.

Scott Highway at O'Neal Road

- Install an eastbound right-turn lane along O'Neal Road.
- Install a northbound left-turn lane along Scott Highway.

Browns Mill Road at Evans Mill Road

- Install an eastbound through lane along Browns Mill Road.
- Install a westbound through lane along Browns Mill Road.

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

MARTA bus route #216 provides express service from Downtown Lithonia, approximately 6 miles north of the proposed site, to Downtown Atlanta, Monday through Friday. Service is provided in the morning from 5:30 a.m. till 8:15 a.m. with headways between 15 and 20 minutes. Service is provided in the evening from 4:00 p.m. till 6:40 p.m. with headways between 20 and 25 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?

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

According to the impact analysis in the traffic study, two intersections will operate below the acceptable level of service in the future year background traffic condition prior to implementing the recommended improvements. Implementing the recommended improvements will allow one of the identified intersections to return to operation at the acceptable level of service. In the future year total traffic condition, five intersections will operate below the acceptable level of service prior to implementing the recommended improvements.

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, MGD₁	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.

Preliminary Report:	May 3, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Daniels Bridge #1325
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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.)?

To be determined during the review.

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

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 3,152 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.

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?	<input type="checkbox"/>
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	<input type="checkbox"/>

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	<input type="checkbox"/>
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	<input type="checkbox"/>

Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	<input type="checkbox"/>
Included in an official Transportation Improvement Plan (TIP)?	<input type="checkbox"/>
Developer/Applicant has identified needed improvements?	<input type="checkbox"/>
Other (Please Describe):	<input type="checkbox"/>

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 ELIJAH MOUNTAIN
DRI ID Number:	1325
Developer/Applicant:	BROWNS M.U. 212 PROPERTY, LLC
Telephone:	(770) 232-0000
Fax:	(678) 578-6880
Email(s):	ltucker@mpilawfirm.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.)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, are there any current plans to expand existing water supply capacity?	<input type="checkbox"/> Yes <input type="checkbox"/> 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:	DEKALA COUNTY
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	1.07 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, are there any current plans to expand existing wastewater treatment capacity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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 / 746 OUT DURING PM PEAK HOUR 159 IN / 406 OUT AM PEAK HOUR
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, has a copy of the study been provided to the local government?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, are there any current plans to expand existing landfill capacity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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:	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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 WATER. WATER QUALITY TREATMENT SHALL BE PROVIDED FOR SURFACE WATER RUNOFF FROM THE SITE THROUGH EXTENDED DETENTION BASINS AS SHOWN ON THE PLAN.

Environmental Quality

Is the development located within, or likely to affect any of the following?

- | | |
|--|---|
| 1. Water supply watersheds? | <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 2. Significant groundwater recharge areas? | <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 3. Wetlands? | <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 4. Protected mountains? | <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 5. Protected river corridors? | <input type="radio"/> Yes <input checked="" type="radio"/> 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? | <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 2. Historic resources? | <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 3. Other environmentally sensitive resources? | <input type="radio"/> Yes <input checked="" type="radio"/> 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.

