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: Jul 3 2007

ARC REVIEW CODE: R706041

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

NOTE: This is digital signature. Original on file.

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

Submitting Local Government: DeKalb County
Name of Proposal: **The Heights at Clairmont (Fairfield at Clairmont)**

Review Type: Development of Regional Impact	**Date Opened:** Jun 4 2007	**Date Closed:** Jul 3 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: The proposed development should provide adequate pedestrian access to the transit stops along Clairmont Road. Other pedestrian and bicycle access should be considered along North Fork Peachtree Creek. According to DeKalb County's Future Development Plan, the area around the creek is designated as conservation and greenspace. The overall intent is to protect open spaces that follow linear features for recreational and conservation purposes. Policies within the plan include expanding and connecting trail systems throughout the County. It is encouraged that the developer and DeKalb County work together to ensure that future trail connections can be made through the side and provide direct access to individuals residing within the development.
It is important that stub outs to adjacent development are provided for future street connections as it is likely that other properties within the immediate area will redevelopment.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY
DEKALB COUNTY SCHOOLS
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF ATLANTA
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METRO ATLANTA RAPID TRANSIT AUTHORITY

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

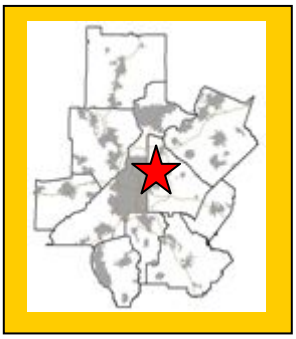
The ARC review website is located at: http://www.atlantaregional.com/landuse .

Preliminary Report:	June 4, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	The Heights at Clairmont #`1387
Final Report Due:	July 4, 2007		Comments Due By:	June 18, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The Heights at Clairmont, also known as Fairfield at Clairmont, is a 22.14 acre residential development located in DeKalb County. The proposed development will consist of 715 apartments. The development is proposing site access along Cannon Farm Hill Road and the I-85 southbound access road.



PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned O-I. The zoning will remain the same. Information submitted for the review states that the proposed development is consistent with DeKalb County's Future Land Use Plan, which designates the site as suburban development and conservation/greenspace. It is also designated as a major employment area for the County.

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

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

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

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

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

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 mile radius of the proposed project.

Year	Name
1997	Post Briarcliff
1988	Brookhaven Center
1986	Lenox Park
1985	Wood Hills

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

Information submitted for the review states that there are 648 efficiency apartments in nine buildings that will be demolished with this development.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is located with a mega corridor on the Atlanta Unified Growth Policy Map. A mega corridor is defined as the most intensely developed radial corridors in the region. The proposed development is a redevelopment that will provide housing close to major employment areas in the region. According to information submitted for the review, 60% of the existing efficiency apartment complex is occupied. The proposed development will provide new housing opportunities to the area. Due to the lack of frontage along Clairmont Road, retail services on the site are not viable.

The proposed development should provide adequate pedestrian access to the transit stops along Clairmont Road. Other pedestrian and bicycle access should be considered along North Fork Peachtree Creek. According to DeKalb County's Future Development Plan, the area around the creek is designated as conservation and greenspace. The overall intent is to protect open spaces that follow linear features for recreational and conservation purposes. Policies within the plan include expanding and connecting trail systems throughout the County. It is encouraged that the developer and DeKalb County work together to ensure that future trail connections can be made through the side and provide direct access to individuals residing within the development.

It is important that stub outs to adjacent development are provided for future street connections as it is likely that other properties within the immediate area will redevelopment. Connections should be considered to adjacent properties labeled Doug Smith, G F Investments, and Worthing Clairmont Lodge, as shown on the site plan.

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 development is located in northwestern DeKalb County. The proposed development is within the northwestern quadrant of the intersection of Interstate 85 and Clairmont Road, behind existing commercial and residential development with frontage along Clairmont Road.

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

The proposed development is entirely within DeKalb County.

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

None were 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 $86.9 million with an expected $1,366,068 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

No comments were received during the review. The proposed development will provide new housing opportunities within the area.

NATURAL RESOURCES

Watershed Protection and Stream Buffers

The North Fork of Peachtree Creek runs along eastern side of the project property. While the 75-foot DeKalb County stream buffer is not shown, all new development on the property, except for any improvements to or replacement of the existing bridge over the stream, is more than 160 feet from the stream. Any unmapped streams that may be on the property will also be subject to the DeKalb County stream buffer ordinance. All state waters on the property will be subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within these buffers will require a variance from Georgia EPD.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual pollutant loadings will vary based on actual use and 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
Townhouse/Apartment	22.14	23.25	237.12	1483.38	13394.70	16.83	3.10
TOTAL	22.14	23.25	237.12	1483.38	13394.70	16.83	3.10

Total Impervious = 48%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity

and quality criteria outlined in the Manual and as required by Cobb County. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

The two access points proposed are at Cannon Farm Hill Road, via Clairmont Road, and one right-in/right-out driveway on I-85 SB Access Road.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
220 – Apartment – 715 Units	71	283	354	267	144	411	4,448
- Subtract Existing Development Trips	-50	-62	-112	-61	-47	-108	-1.080
- Alternative Modes Reduction	-0	-4	-4	-4	-2	-6	-67
TOTAL NEW TRIPS WITHOUT REDUCTIONS	**71**	**283**	**354**	**267**	**144**	**411**	**4,448**
TOTAL NEW TRIPS WITH REDUCTIONS	**21**	**217**	**237**	**202**	**95**	**297**	**3,301**

*Gross trip generation numbers are provided above.

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

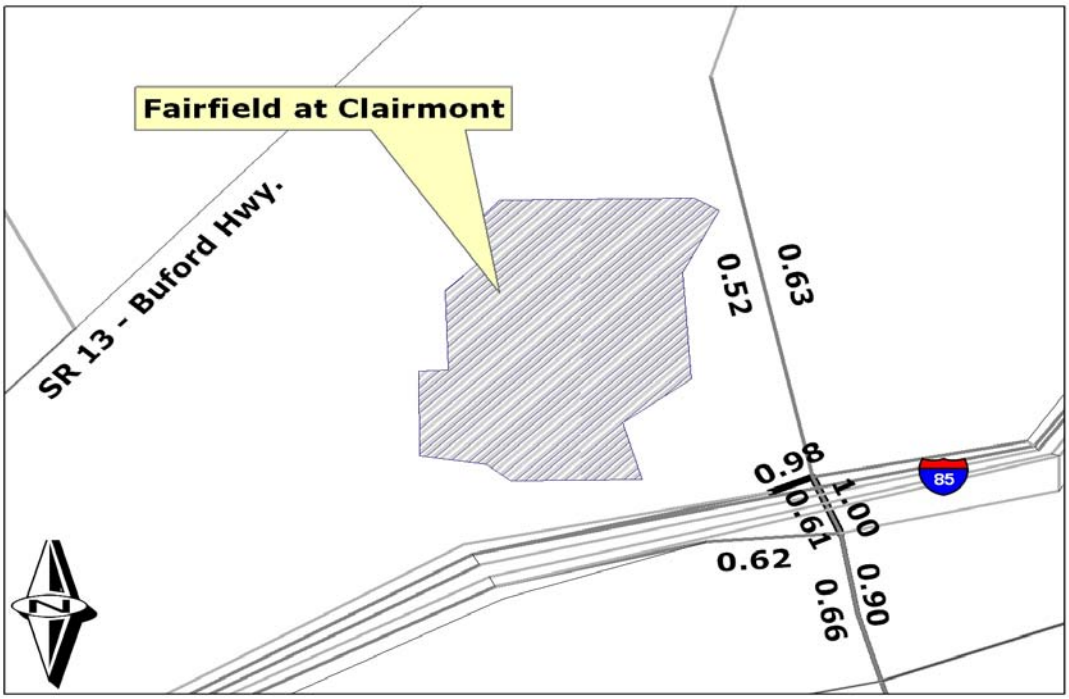
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The study network must be approved by ARC and GRTA, prior to analysis. If analysis of an intersection or roadway results in a substandard **LOS "D"**, then the applicant must recommend improvements to restore the projected LOS to "D" or better.

Projected traffic volumes from the ARC 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. The following table lists the correlation between level of service and volume-to-capacity ratios:

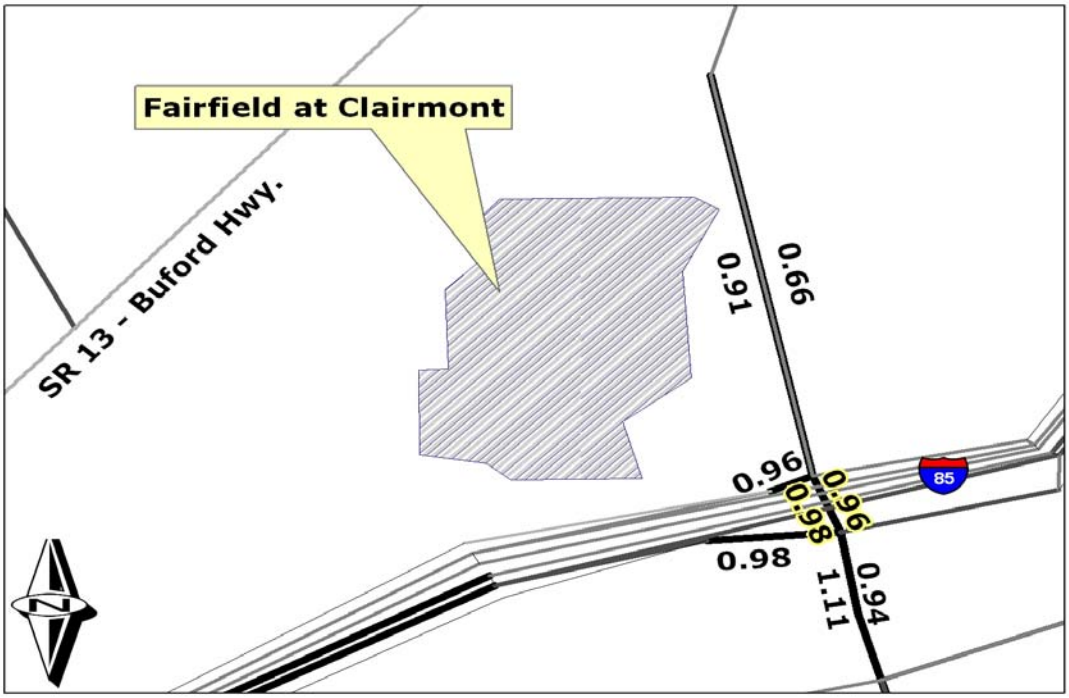
Level of Service	V/C Range
A	**0 – 0.30**
B	**0.31 – 0.50**
C	**0.51 – 0.75**
D	**0.76 – 0.90**
E	**0.91 – 1.00**
F	**1.01 -**

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 demonstrating a V/C ratio of 0.9 (LOS D) or above are considered congested for the purpose of this particular DRI review report. Current and forecasted peak period travel conditions are presented below in maps for the following scenarios: 2005, 2010, and 2030.

V/C Ratios (2005)



2005 AM Peak

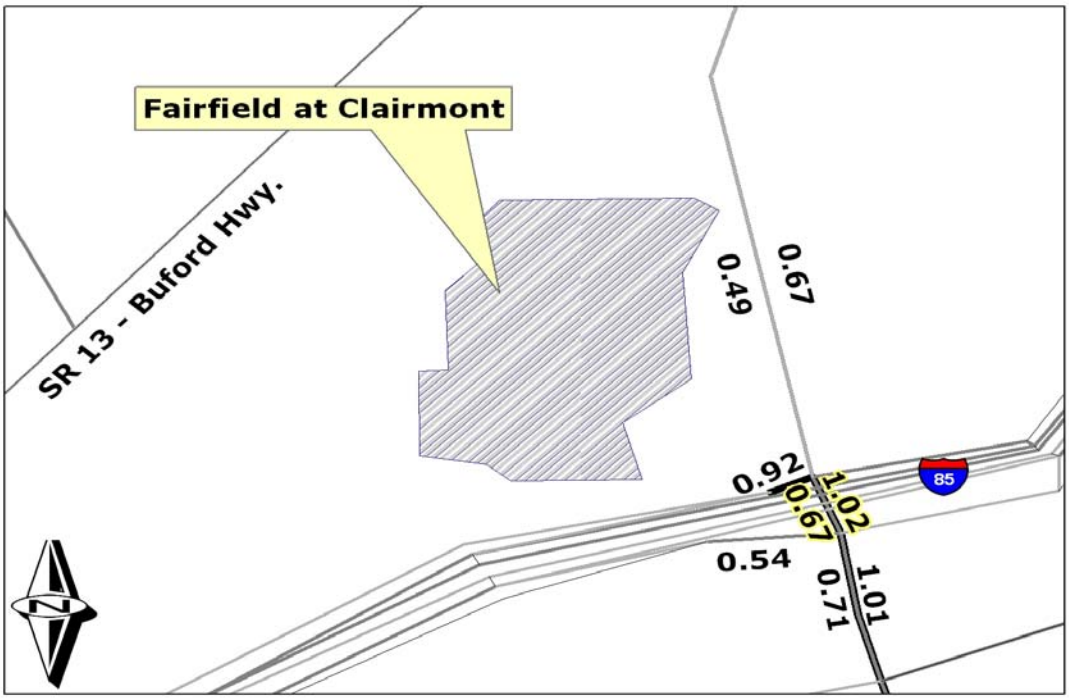


2005 PM Peak

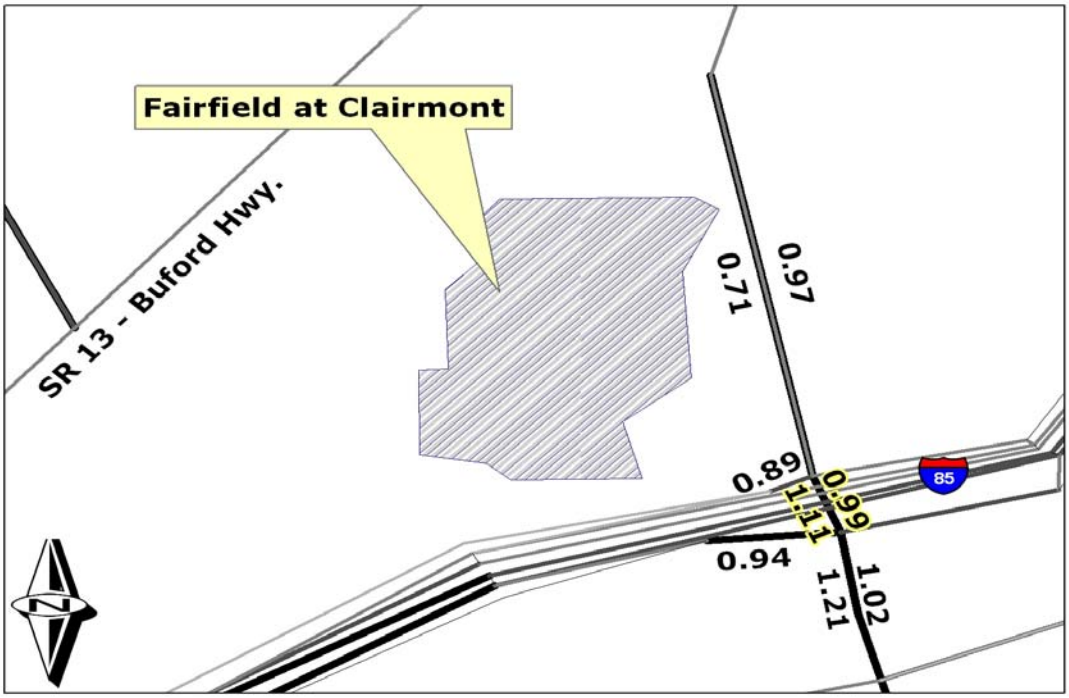
Legend

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+

V/C Ratios (2010)



2010 AM Peak

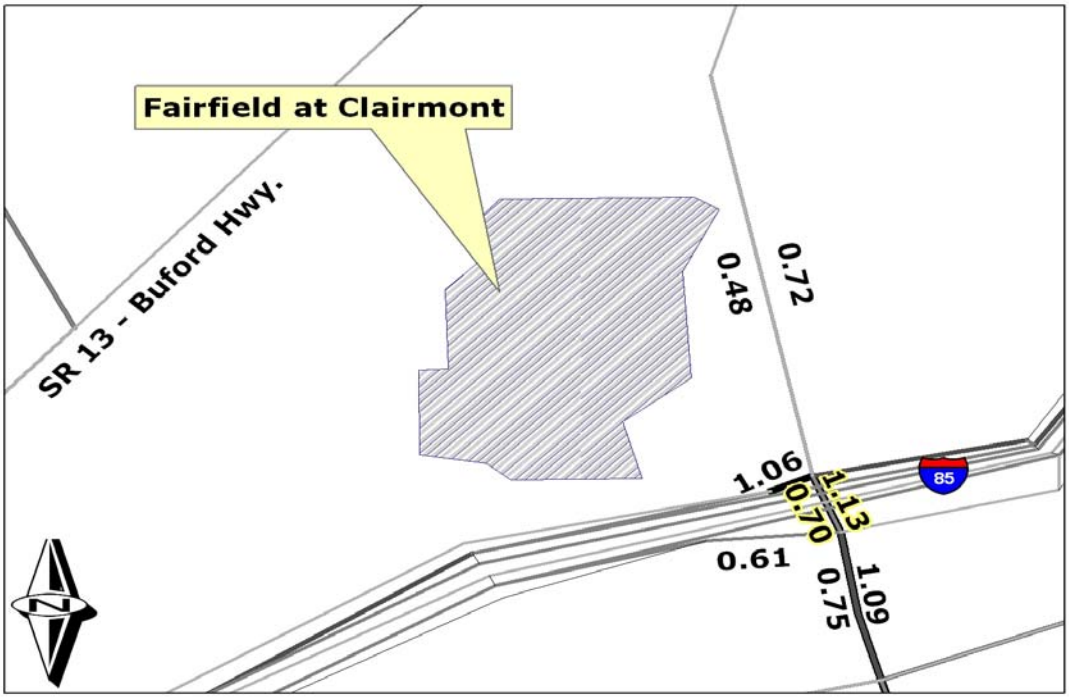


2010 PM Peak

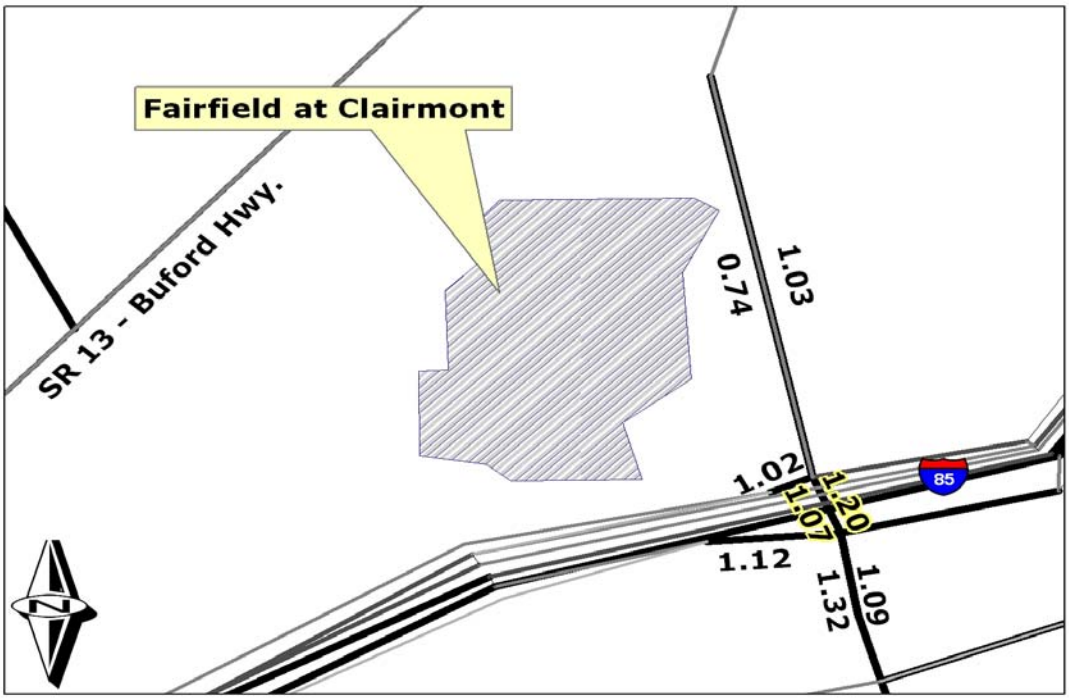
Legend

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+

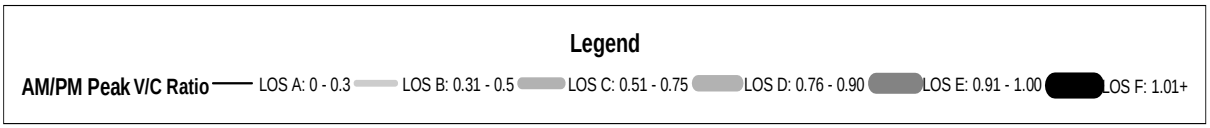
V/C Ratios (2030)



2030 AM Peak



2030 PM Peak



The map data displayed above is featured in the revised travel demand model used in the Mobility 2030 RTP Conformity Determination in December 2004. This model domain was confined to the previous 13-county metropolitan transportation planning area. Subsequently, due to the urbanized area expansion, the current model domain now covers 20 counties, thus causing ARC to revise the travel demand model networks accordingly. The revision consists of adding seven additional suburban counties, as well as accounting for any eligible long range projects proposed within those jurisdictions. The project coding for the original 13 counties did not change in this revised version of the model.

As the model incorporates lane addition improvements and updates to the network as appropriate, the 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-AR-BP055	SIDEWALKS ON BOTH SIDES OF US 23/CLAIRMONT RD.	SIDEWALKS	2010

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
	NO CURRENT RTP PROJECTS WIHTIN THE IMMEDIATE VICINITY OF THE FAIRFIELD AT CLAIRMONT DEVELOPMENT PROPOSAL		

**The ARC Board amended the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Aviation Park.

According to the findings, only one of the intersections in the study network currently operates at an unacceptable level of service, Cannon Farm Hill Road at Clairmont Road. Based on the traffic counts collected, the **eastbound** approach experiences a LOS F in a.m. and p.m. conditions.

Based on an assumed 2% growth in current traffic conditions by the proposed build-out year of 2011, the consultant estimated the resulting **background or base year** traffic. According to this estimation, the intersection mentioned above experiences even worse level of service on both approaches.

Based on the future base conditions as well as the future projected traffic generated by the development, the consultant made the following improvement recommendations:

Cannon Farm Hill Road at Clairmont Road

- Add a dedicated southbound right turn lane on Clairmont

I-85 Southbound Access Road at Fairfield at Clairmont Driveway

- Add a dedicated westbound (I-85 southbound) right turn lane on I-85 Southbound Access 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?

Local MARTA bus service is available via Routes 19 and 47 which are easily accessible from nearby bus stops on Clairmont Road and I-85 Southbound Access Road, respectively. The Brookhaven MARTA station is located approximately two miles from the development and is accessed via Route 19. There are no plans to adjust the bus routes currently, and no plans for expansion of service.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**13%**

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

The transportation infrastructure is adequate for a re-development of this nature. Although no plans currently exist to increase transportation capacity, the cumulative effects of other developments in the near vicinity warrant additional planning activity to ascertain future travel demand.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.155 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

R.M Clayton will provide wastewater treatment for the proposed development.

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

The capacity of R.M. Clayton 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
No Flow Limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout the City of Atlanta wastewater system by 2007 and 2014, respectively

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

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.178 MGD based on information submitted for the review.

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

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

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 715 new residential units.

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 214.06. This tract had a 7.6 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing

Report. The report shows that 17 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a variety of multi-family 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.

Metropolitan Atlanta Rapid Transit Authority

June 19, 2007

Ms. Haley Fleming, AICP
Principal Planner
Atlanta Regional Commission (ARC)
40 Courtland Street, N.E.
Atlanta, GA 30303

RE: Development of Regional Impact (DRI) # 1387
The Heights at Clairmont

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1387 – The Heights at Clairmont – located in DeKalb County.

MARTA Bus Routes 19, 47, and 139 operate within walking distance of the project location and will provide regular transit connection to the development. There is potential for increased ridership on these bus routes from this and other developments in the area. MARTA will address such ridership increase when it occurs. In the meantime, there is no planned transit service expansion in the project area.

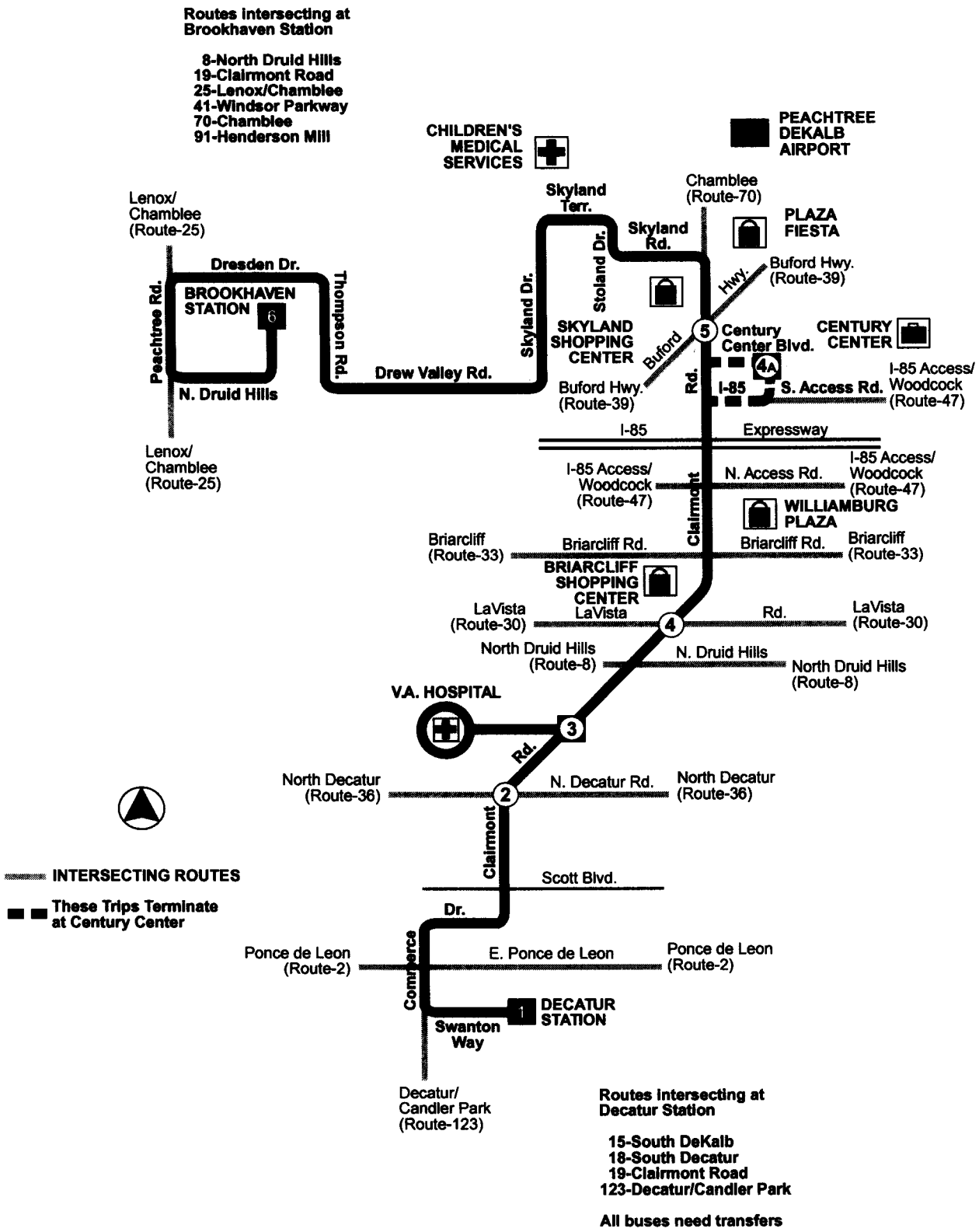
Thank you for the opportunity to review the proposal and do contact me if you have any questions.

Sincerely,

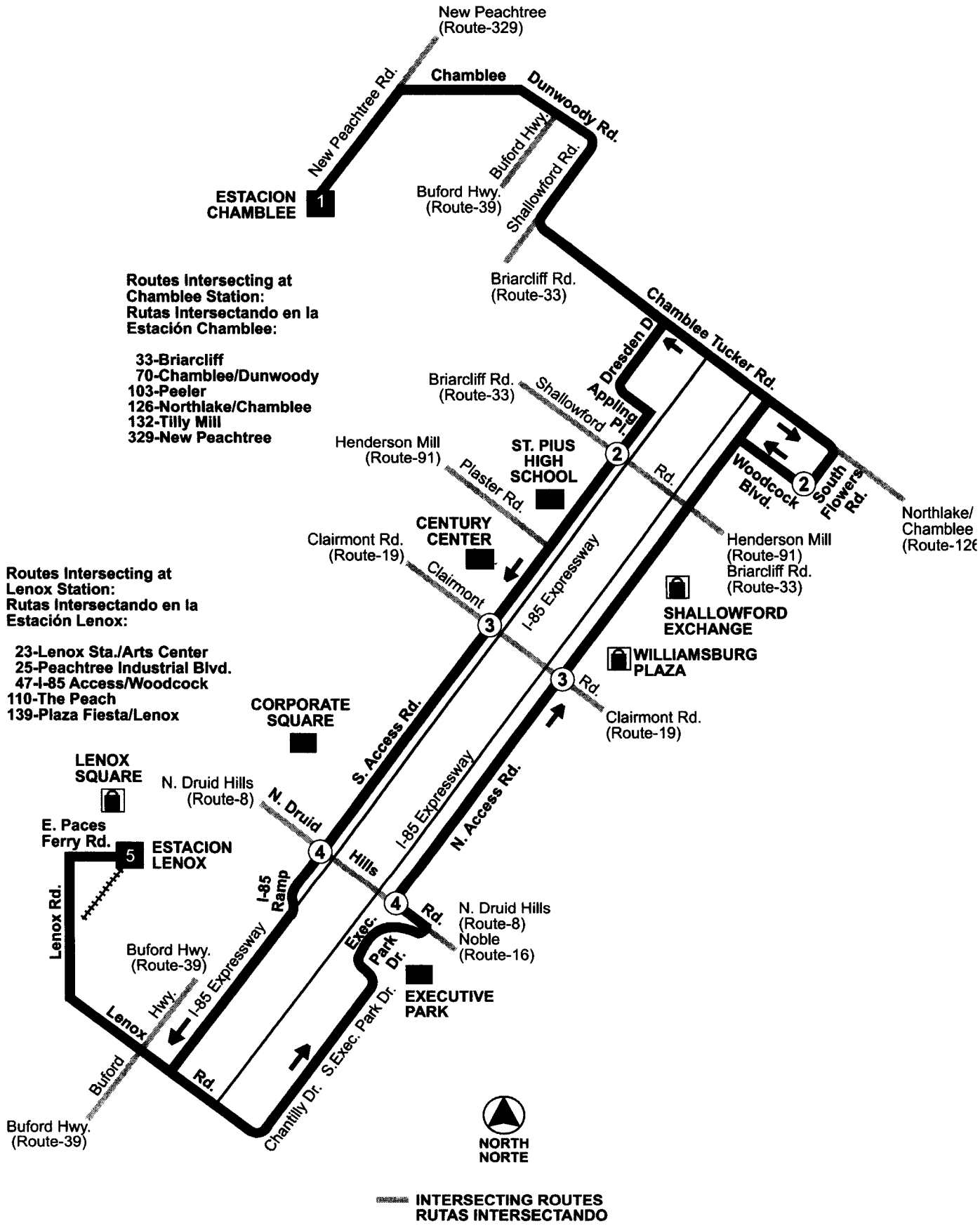
Henry Ikwut-Ukwa
Transit System Planning

2424 Piedmont Road NE Atlanta Georgia 30324-3330 (404) 848-5000

Rt. 19 Clairmont



Rt. 47 I-85 Access Rd / Woodcock



Developments of Regional Impact

DRI #1387

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	DeKalb
Individual completing form:	Karmen Swan White
Telephone:	404-37102155
E-mail:	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:	The Heights at Clairmont
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Clairmont Road and I-85 Access Road
Brief Description of Project:	715 Apartment units

Development Type:

○ (not selected)	○ Hotels	○ Wastewater Treatment Facilities
○ Office	○ Mixed Use	○ Petroleum Storage Facilities
○ Commercial	○ Airports	○ Water Supply Intakes/Reservoirs
○ Wholesale & Distribution	○ Attractions & Recreational Facilities	○ Intermodal Terminals
○ Hospitals and Health Care Facilities	○ Post-Secondary Schools	○ Truck Stops
○ Housing	○ Waste Handling Facilities	○ Any other development types
○ Industrial	○ Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):	715 units
Developer:	Fairfield Residential
Mailing Address:	561 Cartecay Trace
Address 2:	
	City:Ellijay State: GA Zip:30536
Telephone:	706-635-8530
Email:	scott_schlosser@ffres.com
Is property owner different from developer/ applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	Clairmont Lodge LLC
Is the proposed project entirely located within your local government's jurisdiction?	○ (not selected) ○ Yes ○ No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	○ (not selected) ○ Yes ○ No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	☑ Rezoning ☐ Variance ☐ Sewer ☐ Water ☐ Permit ☐ Other
Is this project a phase or part of a larger overall project?	○ (not selected) ○ Yes ○ No
If yes, what percent of the overall project does this project/phase represent?	

Estimated Project Completion Dates:	This project/phase: 2011 Overall project: 2011

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Site Map | Statements | Contact

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Developments of Regional Impact

DRI #1387

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	DeKalb
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
Email:	kswhite@co.dekalb.ga.us

Project Information

Name of Proposed Project:	The Heights at Clairmont
DRI ID Number:	1387
Developer/Applicant:	Fairfield Residential
Telephone:	706-635-8530
Email(s):	scott_schlosser@ffres.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	○ (not selected) ○ Yes ○ No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	○ (not selected) ○ Yes ○ No

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

Economic Development

Estimated Value at Build-Out:	$86,900,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1,366,068

Is the regional work force sufficient to fill the demand created by the proposed project?	○ (not selected) ○ Yes ○ No
Will this development displace any existing uses?	○ (not selected) ○ Yes ○ No
If yes, please describe (including number of units, square feet, etc): Clairmont	

Water Supply

Name of water supply provider for this site:	DeKalb County - Scott Candler WTP
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.178
Is sufficient water supply capacity available to serve the proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	○ (not selected) ○ Yes ○ No
If yes, how much additional line (in miles) will be required? N/A Water is available at the site. See Supplemental Information for details.	

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta - R.M. Clayton Plant
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.155
Is sufficient wastewater treatment capacity available to serve this proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	○ (not selected) ○ Yes ○ No
If yes, how much additional line (in miles) will be required?Not Applicable. Sewer is available at the site. See Supplemental Information for details.	

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.)	411 p.m. peak hour trips, 4,448 24 hour 2-way trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	○ (not selected) ○ Yes ○ No
Are transportation improvements needed to serve this project?	○ (not selected) ○ Yes ○ No
If yes, please describe below:All recommended transportation improvements are described in the required Traffic Study, as a supplement to this form.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	489 tons/yr.
Is sufficient landfill capacity available to serve this proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	○ (not selected) ○ Yes ○ No
If yes, please explain:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	41%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Site plan includes buffers and open space, and the development will incorporate water quality elements as required. See Supplemental Information for details.

Environmental Quality

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

1. Water supply watersheds?	○ (not selected) ○ Yes ○ No
2. Significant groundwater recharge areas?	○ (not selected) ○ Yes ○ No
3. Wetlands?	○ (not selected) ○ Yes ○ No
4. Protected mountains?	○ (not selected) ○ Yes ○ No
5. Protected river corridors?	○ (not selected) ○ Yes ○ No
6. Floodplains?	○ (not selected) ○ Yes ○ No
7. Historic resources?	○ (not selected) ○ Yes ○ No
8. Other environmentally sensitive resources?	○ (not selected) ○ Yes ○ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
The site includes a stream and associated wetlands and areas of 100 yr. floodplain; however, no impacts are anticipated. See Supplemental Information for details.

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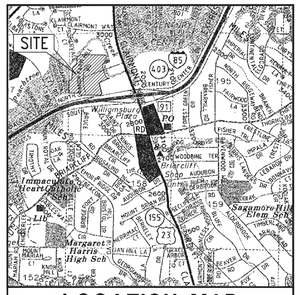


LOCATION MAP

CALCULATIONS

PHASE 1:

GROSS SITE AREA:	9.28 ACRES
NET SITE AREA:	±7.71 ACRES*
YIELD:	±360 UNITS
NET DENSITY:	±46.69 DU/AC.
REQUIRED PARKING:	±720 SP.**
PROVIDED PARKING:	±731 SP.

* (EXCLUDES LIMITS OF DISTURBANCE)
** (2 SPACES/UNIT REQUIRED BY DEKALB COUNTY)

PHASE 2:

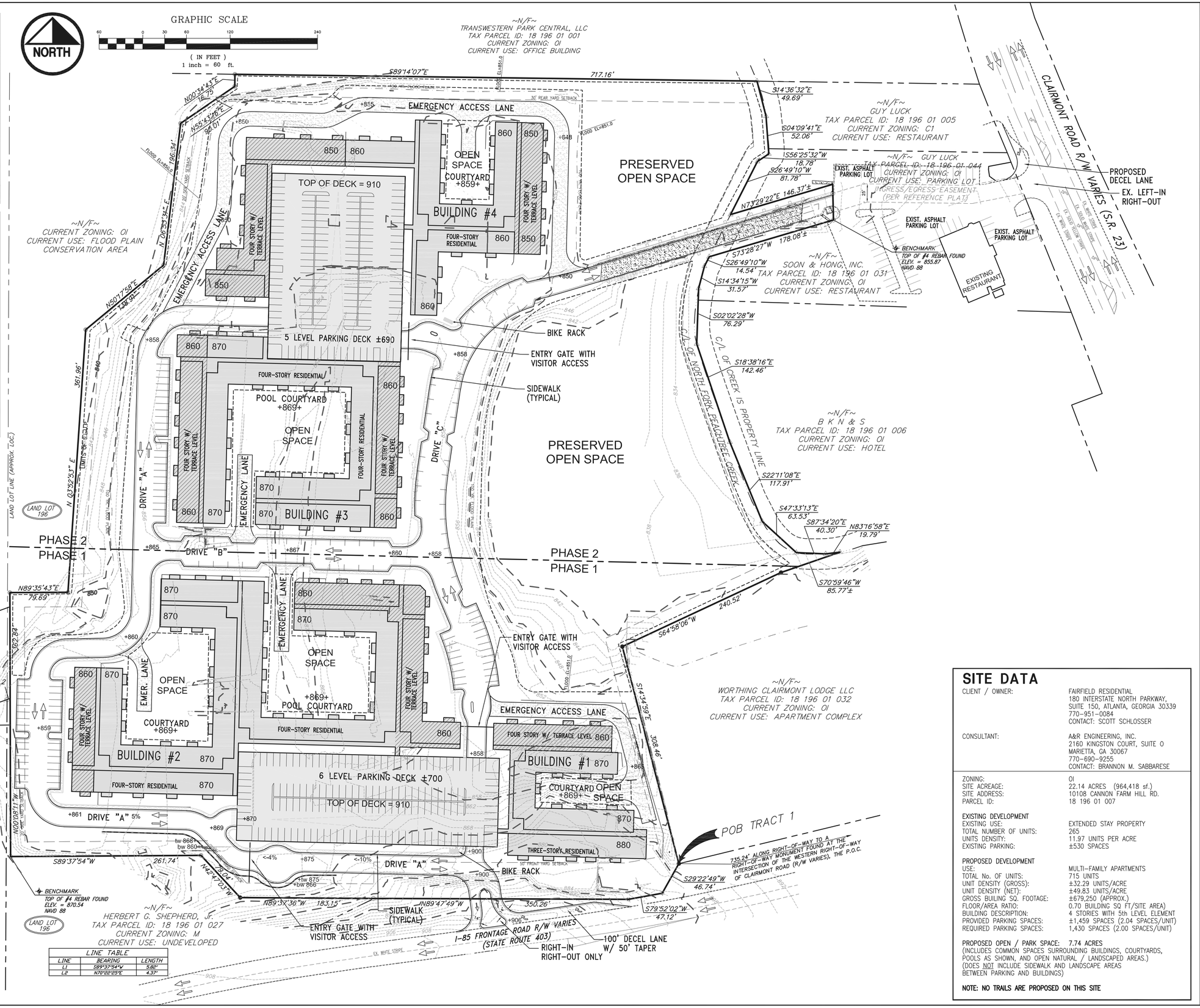
GROSS SITE AREA:	12.86 ACRES
NET SITE AREA:	±6.64 ACRES*
YIELD:	±355 UNITS
NET DENSITY:	±53.46 DU/AC.
REQUIRED PARKING:	±710 SP.**
PROVIDED PARKING:	±728 SP.

* (EXCLUDES LIMITS OF DISTURBANCE)
** (2 SPACES/UNIT REQUIRED BY DEKALB COUNTY)

OVERALL:

NET SITE AREA:	±14.35 ACRES*
YIELD:	±715 UNITS
AVERAGE UNIT SIZE:	±950 S.F.
NET DENSITY:	±49.83 DU/AC.

* (EXCLUDES LIMITS OF DISTURBANCE)



LINE TABLE		
LINE	BEARING	LENGTH
L1	S89°37'54"W	5.88'
L2	N70°02'29"E	4.37'

SITE DATA

CLIENT / OWNER:	FAIRFIELD RESIDENTIAL 180 INTERSTATE NORTH PARKWAY, SUITE 150, ATLANTA, GEORGIA 30339 770-951-0084 CONTACT: SCOTT SCHLOSSER
CONSULTANT:	A&R ENGINEERING, INC. 2160 KINGSTON COURT, SUITE O MARIETTA, GA 30067 770-690-9255 CONTACT: BRANNON M. SABBARESE
ZONING:	OI
SITE ACREAGE:	22.14 ACRES (964,418 sf.)
SITE ADDRESS:	10108 CANNON FARM HILL RD.
PARCEL ID:	18 196 01 007
EXISTING DEVELOPMENT	
EXISTING USE:	EXTENDED STAY PROPERTY
TOTAL NUMBER OF UNITS:	265
UNITS DENSITY:	11.97 UNITS PER ACRE
EXISTING PARKING:	±530 SPACES
PROPOSED DEVELOPMENT	
USE:	MULTI-FAMILY APARTMENTS
TOTAL No. OF UNITS:	715 UNITS
UNIT DENSITY (GROSS):	±32.29 UNITS/ACRE
UNIT DENSITY (NET):	±49.83 UNITS/ACRE
GROSS BUILING SQ. FOOTAGE:	±679,250 (APPROX.)
FLOOR/AREA RATIO:	0.70 BUILDING SQ FT/SITE AREA)
BUILDING DESCRIPTION:	4 STORIES WITH 5th LEVEL ELEMENT
PROVIDED PARKING SPACES:	±1,459 SPACES (2.04 SPACES/UNIT)
REQUIRED PARKING SPACES:	1,430 SPACES (2.00 SPACES/UNIT)

PROPOSED OPEN / PARK SPACE: 7.74 ACRES
(INCLUDES COMMON SPACES SURROUNDING BUILDINGS, COURTYARDS, POOLS AS SHOWN, AND OPEN NATURAL / LANDSCAPED AREAS.)
(DOES NOT INCLUDE SIDEWALK AND LANDSCAPE AREAS BETWEEN PARKING AND BUILDINGS)

NOTE: NO TRAILS ARE PROPOSED ON THIS SITE

HIGHLAND ENGINEERING, INC.
1455 LINCOLN PARKWAY, SUITE 200
ATLANTA, GEORGIA 30346
PH:770-225-2121 FAX:770-225-2222
WWW.HIGHLANDENG.COM

FAIRFIELD RESIDENTIAL
180 INTERSTATE NORTH PARKWAY,
SUITE 150
ATLANTA, GEORGIA 30339
OFFICE: 770-951-0084

Revision	Date	No

Project No.	07-014
Design By:	CKH
Drawn By:	CNR
Checked By:	CKH
Date:	5/30/07
Scale:	1" = 60'

PROPOSED GRTA DRI PLAN
CLAIRMONT LODGE
Land Lots 196 & 197 – 18th District
DEKALB COUNTY, GEORGIA

Drawing No.
1 OF 2

07-014dri.dwg