



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: Jul 19 2007

ARC REVIEW CODE: R707193

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 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: Panola Road Mixed Use Development

Review Type: Development of Regional Impact

Description: The proposed Panola Road mixed use development is located on 36 acres in DeKalb County. The proposed development will consist of 68,000 square feet of retail and restaurants, 14,300 square feet of office, space, 156 condominiums, 90 townhouse-style condominiums, and 84 single family residential units. Access to the development is proposed along Covington Highway and Panola Road.

Submitting Local Government: DeKalb County

Date Opened: Jul 19 2007

Deadline for Comments: Aug 2 2007

Earliest the Regional Review can be Completed: Aug 20 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
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
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 Aug 1 2007, 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> .



REGIONAL REVIEW NOTIFICATION

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



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: **Panola Road Mixed Use Development** *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

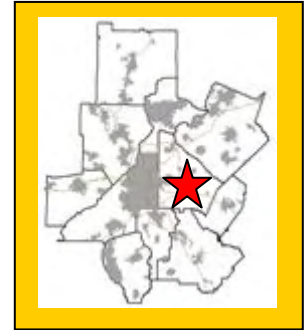
Return Date: Aug 2 2007

Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Panola Road mixed use development is located on 36 acres in DeKalb County. The proposed development will consist of 68,000 square feet of retail and restaurants, 14,300 square feet of office, space, 156 condominiums, 90 townhouse-style condominiums, and 84 single family residential units. Access to the development is proposed along Covington Highway and Panola 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 C-1 and R-100. The proposed zoning for the site is PC-2 (pedestrian community). 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 neighborhood town center.

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?

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

Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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 mile radius of the proposed project.

Year	Name
2001	Canterra Crossroads
1997	Covington Highway Tract
1986	Panola- West Fairington
1986	Miller Road Mixed Use Development
1985	Morris Mobile Home Park

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 is currently a day care facility on the site that may be incorporated into the new site.

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 meets many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map. The proposed development is located within an urban neighborhood, adjacent to the mega corridor along Interstate 20. Urban neighborhoods are defined as distinct areas that are located in an urban area. Urban neighborhoods may have a small commercial component that serves the local area. Mega corridors are defined as the most intensely developed radial corridors in the region.

Discussions during the pre-application meeting with the developer included providing additional street and pedestrian connectivity to property adjacent to the site. This included a pedestrian connection to the school to the north of the site and a future road connection to the property to the west of the site. Based on a preliminary review of the site plan, those connections have not been incorporated into the site. ARC staff strongly recommends these connections to allow for alternative methods of connecting individuals to activities surrounding the site without having to access a state highway.

Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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.

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.



Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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.

Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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 DeKalb County. The proposed development is located in the northwestern corner of the intersection of Panola Road and Covington Highway.

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.

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 \$59,900,000 million with an expected \$2,124,028 million in annual local tax revenues.

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



Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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

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 USGS coverage for the project area shows no streams on the project site. Any unmapped streams which meet DeKalb's criteria are subject to DeKalb's stream buffer ordinance, which requires a 75-foot buffer on both banks of applicable streams. 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, since specific acreages for each use were not provided. 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
Commercial	11.00	18.81	191.40	1188.00	10813.00	13.53	2.42
Townhouse/Apartment	24.89	26.13	266.57	1667.63	15058.45	18.92	3.48
TOTAL	35.89	44.94	457.97	2855.63	25871.45	32.45	5.90

Total % impervious 59%

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



Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

(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?

There will be two access points provided on Covington Highway and three access points on Panola Road.

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

Marc Acampora 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:

Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Retail <i>58,500 square feet</i>	69	44	113	211	228	439	4,792
Restaurant <i>10,400 square feet</i>	63	57	120	69	44	113	1,322
Condominiums <i>156 units</i>	13	61	74	58	29	87	936
Townhomes <i>90 units</i>	8	39	47	37	18	55	586
Single Family Homes <i>84 units</i>	17	51	68	58	34	92	886
Office <i>14,300 square feet</i>	35	5	40	16	79	95	298
<i>Multi-Use Adjustments</i>	-30	-30	-60	-71	-71	-142	-1,344
<i>Total Transit Adjustments</i>	-10	-13	-23	-22	-22	-44	-441
<i>Total Pass-By Trips</i>	-32	-25	-58	-94	-88	-182	-1,028
TOTAL NEW TRIPS	133	189	321	262	251	513	6,007

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.

Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

V/C Ratios

To be determined upon completion of review.

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-065E	Panola Road: Segment 5 from Snapfinger Woods Drive to SR 12 (Covington Highway) – Design phase will include access management plan [See also other DK-065 series line items]	General Purpose Roadway Capacity	2011
DK-320A3	Sidewalks along eighteen (18) corridors program: Phase IC – Rays and South Hairston Roads [See also DK-320A1-2, C]	Pedestrian Facility	2010
DK-AR-BP014	Panola Road from US 278 (Covington Highway) to Redan Road	Bicycle/Pedestrian Facility	2011

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-305	I-20 East ITS – Communication and surveillance from I-285 East (DeKalb) to SR 138 (Rockdale)	ITS-Smart Corridor	2020
AR-904A	I-20 East Bus Rapid Transit (BRT) from Stonecrest Mall (DeKalb County) to Downtown Atlanta [Split funded – See AR-904B]	Fixed Guideway Transit Capital	2025
AR-904B	I-20 East Bus Rapid Transit (BRT) from Stonecrest Mall (DeKalb County) to Downtown Atlanta [Split funded – See AR-904A]	Fixed Guideway Transit Capital	2025
AR-H-250	I-20 East HOV lanes from Columbia Drive to Evans Mill Road in DeKalb County	HOV Lanes	2012
DK-031B	US 278 (Covington Highway): Phase II from Margarett Drive to Panola Road [See also other DK-031 series line items]	Pedestrian Facility	2013
DK-031C	US 278 (Covington Highway): Phase III from Panola Road to Evans Mill Road [See also other DK-031 series line items]	Pedestrian Facility	2013
DK-AR-009A	I-20 East from Columbia Drive to Evans Mill Road – Includes associated collector/distributor lanes	General Purpose Roadway Capacity	2014
DK-AR-242	I-20 East at Panola Road	Interchange Capacity	2015

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

Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

Summarize the transportation improvements as recommended by consultant in the traffic study for Panola Road Multi-Use Development.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Covington Highway/Panola Road

- Widen Panola Road to six lanes.
- Add a second NB left-turn lane.
- Add a NB right-turn lane.
- Build second WB left-turn lane.

Young Road at Covington Highway

- Add second SB right-turn lane including right-turn overlap phase.
- Provide WB exclusive right-turn lane on Covington Highway at Young Road.
- Widen Covington Highway to six lanes in the vicinity of Young Road.

Covington Highway/South Hairston Road

- Add second SB exclusive right-turn lane and right-turn overlap phase

Panola Road/Snapfinger Woods Drive/Panola Road Connector

- Widen new WB approach of Panola Road Connector to include dual left-turn lanes, a through lane, and a right-turn lane.
- Widen EB approach and include dual lefts, a through, and a right-turn lane.
- Add a right-turn lane on NB approach on Panola Road
- Add second exclusive right-turn lane at SB approach with right-turn overlap phase
- Widen Panola Road to six lanes in vicinity of Snapfinger Woods Drive.

Panola Road and I-20 Ramp

- Widen I-20 EB off-ramp to include two left and two right lanes.
- Add second SB left turn lane on Panola Road

Minola Drive at Panola Road

- Add WB right-turn overlap phase on Fairington Road.
- Add NB and SB exclusive right-turn lanes on Panola Road at Minola/Fairington.

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

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?

Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

There is local MARTA service available within vicinity of the proposed site area. Routes 86, 111, 115, 116, and 117. Route 86 offers service from the Indian Creek MARTA Rail Station to the Swift Creek Shopping Center on Max Cleland Boulevard and Swift Road via Minola Drive/Fairington Road. Route 115 operates from the Kensington MARTA Rail Station to the Swift Creek Shopping Center via Covington Highway. Route 116 offers service from the Indian Creek MARTA Rail Station to the Mall at Stonecrest via Redan Road. And, Route 117 operates from the Kensington MARTA Rail Station to the GRTA park and ride lot at Panola Road & I-20.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10% Retail and 10% Office	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		17%

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

To be determined upon completion of review.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.08 MGD based on information submitted for the review.

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?



Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

The capacity of Pole Bridge Site is listed below:

PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
20	20	13	30	-10	Combine Pole Bridge and Snapfinger in one 86 mgd plant at Pole Bridge, provide service portions of Rockdale, Gwinnett, Henry, and Clayton.	Approximately 80mgd 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 0.09 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 4,183.10 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 330 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 as well as providing opportunities for individuals to live and work within close proximity to one another.

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

Preliminary Report:	July 19 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Panola Road MUD #1447
Final Report Due:	August 20, 2007		Comments Due By:	August 2, 2007

The site proposed for the development is located in Census Tract 232.12. This tract had a 1.8 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 185 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a lack 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.

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1447**

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:

404 371 2155

E-mail:

kswwhite@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:

Panola Road Mixed Use Development

Location (Street Address, GPS Coordinates, or Legal Land Lot Description):

35.99 acres located at the northwest corner of the intersection of Covington Highway and Panola Road

Brief Description of Project:

The proposed project is a mixed-use development to be located on 35.99 acres of land located in Dekalb County, Georgia. The proposed uses include 61,500 square feet of commercial/retail, 28,800 square feet of office, 140 condominium units, 99 fee simple townhomes, 91 single family homes. The project includes approximately 3.5 acres of greenspace, including several pocket parks, and a 2,400 square foot amenity area.

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.): 330 residential units, 61,500 square feet of commercial/retail, 28,800 square feet of office

Developer: Panola Covington Investments, LLC

Mailing Address: 3384 Peachtree Road NE

Address 2: Suite 275

City:Atlanta State: GA Zip:30326-2826

Telephone: 404-841-8910

Email: lck@vesmont.com

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: Halpern Enterprises, Inc.

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?

N/A

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name: N/A

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?

N/A

Estimated Project Completion Dates: This project/phase: 2011
Overall project:[Back to Top](#)

[GRTA Home Page](#) | [ARC Home Page](#) | [RDC Links](#) | [DCA Home Page](#)

[Site Map](#) | [Statements](#) | [Contact](#)

Copyright © 2007 The Georgia Department of Community Affairs. All Rights Reserved.

Developments of Regional Impact

[DRI Home](#) [DRI Rules](#) [Thresholds](#) [Tier Map](#) [FAQ](#) [Apply](#) [View Submissions](#) [Login](#)

DRI #1447

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:

Panola Road Mixed Use Development

DRI ID Number:

1447

Developer/Applicant:

Panola Covington Investments, LLC

Telephone:

404-841-8910 x700

Email(s):

lck@vesmont.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:

\$59,900,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:

\$2,124,028

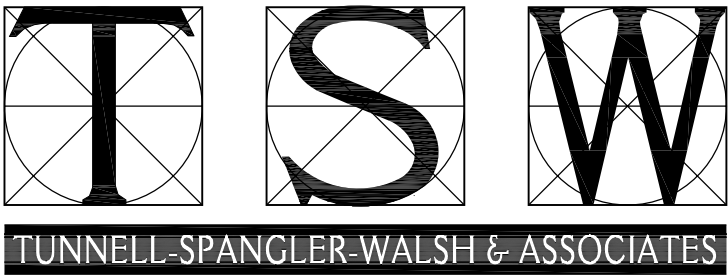
Is the regional work force

☐ (not selected) ☒ Yes ☐ No

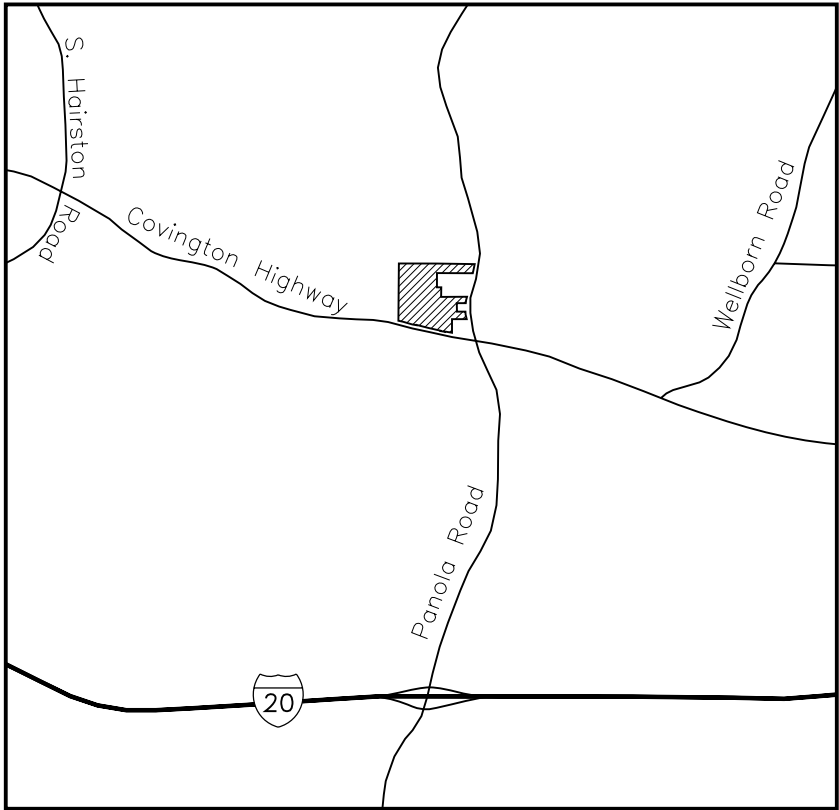
sufficient to fill the demand created by the proposed project?	
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
Water Supply	
Name of water supply provider for this site:	DeKalb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.09 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	DeKalb County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.08 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, 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.)	834 Peak Hour Trips Per Day
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation	

improvements needed to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe below:	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	4,183.10 tons per year
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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?	50%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Site is served by an existing underground detention vault.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	
Back to Top	

CLIENT:
PANOLA COVINGTON INVESTMENTS, LLC
LAWRENCE C. KASMEN
404.841.8910 x 700
3384 PEACHTREE ROAD, NE, SUITE 275
ATLANTA, GA 30326



Community Design and Architecture
1389 Peachtree Street, NE Suite 200
Atlanta, Georgia 30309
PH 404.873.6730 FX 404.874.6471
www.tunspan.com



VICINITY MAP

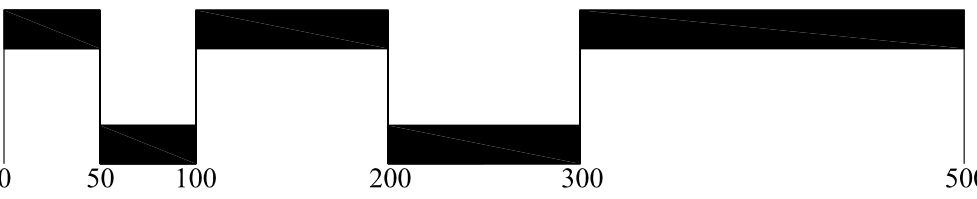
GRTA SITE PLAN NOTES:

- 1. Total site acreage is 35.89 acres.
- 2. The project is located entirely in DeKalb County and does not cross any jurisdictional boundaries.
- 3. All proposed roads are 2 through lanes with turning lanes at intersections I-2 and I-16.
- 4. There are no recorded water features on the site.
- 5. There are no bike lanes or trails on the site.
- 6. There is no proposed phasing for this project.
- 7. The current zoning is C-1 and R-100.
- 8. The proposed zoning is PC-2 Conditional.

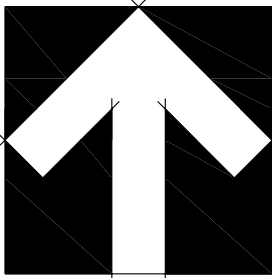
MASTER PLAN for:

PANOLA ROAD
DEKALB COUNTY, GA

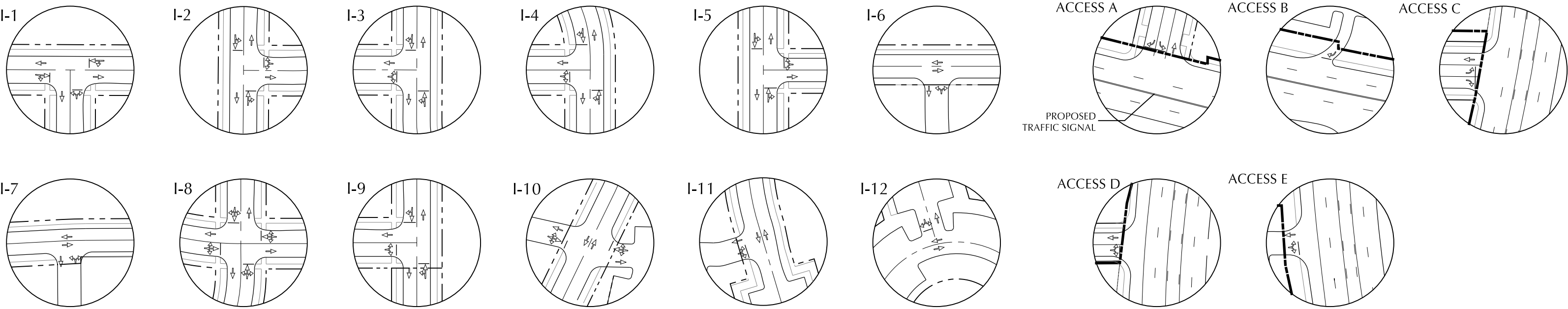
SCALE: 1" = 100'-0"



19 JULY 2007



NORTH



LAND USE SUMMARY

Building A 2 stories 1 story office/ service commercial 14,300 s.f. office 43 spaces @ 3/1,000 s.f. 8,000 s.f. service commercial 32 spaces @ 4/1,000 s.f. 1 story residential (workforce housing) 23,400 s.f. residential 19 units @ 1,200 s.f./unit 33 spaces @ 1.75/ unit	Building C 2 stories retail commercial 5,600 s.f. retail commercial 22 spaces @ 4/1000 s.f.	Building F 3 stories residential 46,200 s.f. residential 36 units @1,200 s.f./unit 63 spaces @ 1.75/ unit
Building B 2 stories 1 story retail commercial 26,900 s.f. retail commercial 107 spaces @ 4/1,000 s.f. 1 story residential (workforce housing) 28,000 s.f. residential 23 units @1,200 s.f./unit 40 spaces @ 1.75/ unit	Building D 3 stories 1 story retail commercial 23,600 s.f. retail commercial 94 spaces @ 4/1,000 s.f. 2 stories residential 51,800 s.f. residential 42 units @1,200 s.f./unit 73 spaces @ 1.75/ unit	Building G 3 stories residential 46,200 s.f. residential 36 units @1,200 s.f./unit 63 spaces @ 1.75/ unit
	Building E 1 story retail commercial 4,800 s.f. retail commercial 19 spaces @ 4/1,000 s.f.	Building H 2 story amenity 3,000 s.f. amenity 21 spaces

TOTALS

	Units	Sq. Feet	Parking Required	Parking Proposed
Commercial	NA	68,900	4 Spaces/1,000 s.f.	274 Spaces @ 4 Spaces/1,000 s.f.
Office	NA	14,300	3 Spaces/1,000 s.f.	43 Spaces @ 3 Spaces/1,000 s.f.
Residential Condominiums	156	195,600	1.75 Spaces/Units	272 Spaces @ 1.75 Spaces/Unit
Condominium (townhouse style)	90	NA	NA	NA
Single-family Homes	84	NA	NA	NA
Amenity	NA	3,000	NA	21 Spaces
Total	330			610 Spaces (688 provided)

OPEN SPACE TOTALS

	Required	Proposed
Min. required open space - 10% of parcel	156,755 s.f. (3.5 acres)	628,450 s.f. (14.4 acres)
Min. required common green space - 80% of req. open space	125,404 s.f. (2.8 acres)	153,400 s.f. (3.5 acres)

Housing Density
330 Units/ 35.89 Acres = 9.19 Units per Acre

PARKING SUMMARY

Parking Lot 1 132 Spaces	Parking Under Bldg. D 76 Spaces
Parking Lot 2 98 Spaces	Parking Under Bldg. F 40 Spaces
Parking Lot 3 157 Spaces	Parking Under Bldg. G 40 Spaces
Parking Lot 4 22 Spaces	TOTAL PARKING 688 Spaces
On Street Parking 123 Spaces	

FAR

Bldg Total Floor Acreage / Land Acreage
Building C
.12/.13 = .92
Building E
.11/.68 = .16
Building H
.06/.90 = .06

BUILDING HEIGHTS

	Proposed	Required
Building A 2 Stories	34'	60' max
Building B 2 Stories	34'	60' max
Building C 2 Stories	34'	26' min, 60' max
Building D 3 Stories	50'	60' max
Building E 1 Stories	26'	26' min, 60' max
Building F 3 Stories	45'	60' max
Building G 3 Stories	45'	60' max
Building H 2 Stories	32'	26' min, 60' max
Townhouse Style Condo 3 Stories	35'	35' max
Single Family Homes 2-3 Stories	35'	35' max

ROAD SUMMARY

ST-90-60 - 90' R.O.W. w/60' Paved Road (F.O.C)
(2 12' Driving Lanes, 18' Parking On Each Side)

ST-83-60 - 83' R.O.W. w/60' Paved Road (F.O.C)

ST-52-28 - 52' R.O.W. w/28' Paved Road (F.O.C)
(2 10' Driving Lanes, 8' Parallel Parking on One Side)

ST-46-24 - 46' R.O.W. w/24' Paved Road (F.O.C)
(2 12' Driving Lanes)

ST-39-24 - 39' R.O.W. w/24' Paved Road (F.O.C)
(2 12' Driving Lanes)

AL-12-12 - 12' R.O.W. w/12' Paved Surface

LEGEND

- Garage
- Garbage/ Recycling Center
- Covered Parking
- Intersection Labels
- Right-of-Way/ Street Width Labels
- Single Family Lot Numbers
- Townhouse-Style Condominium Unit Numbers